

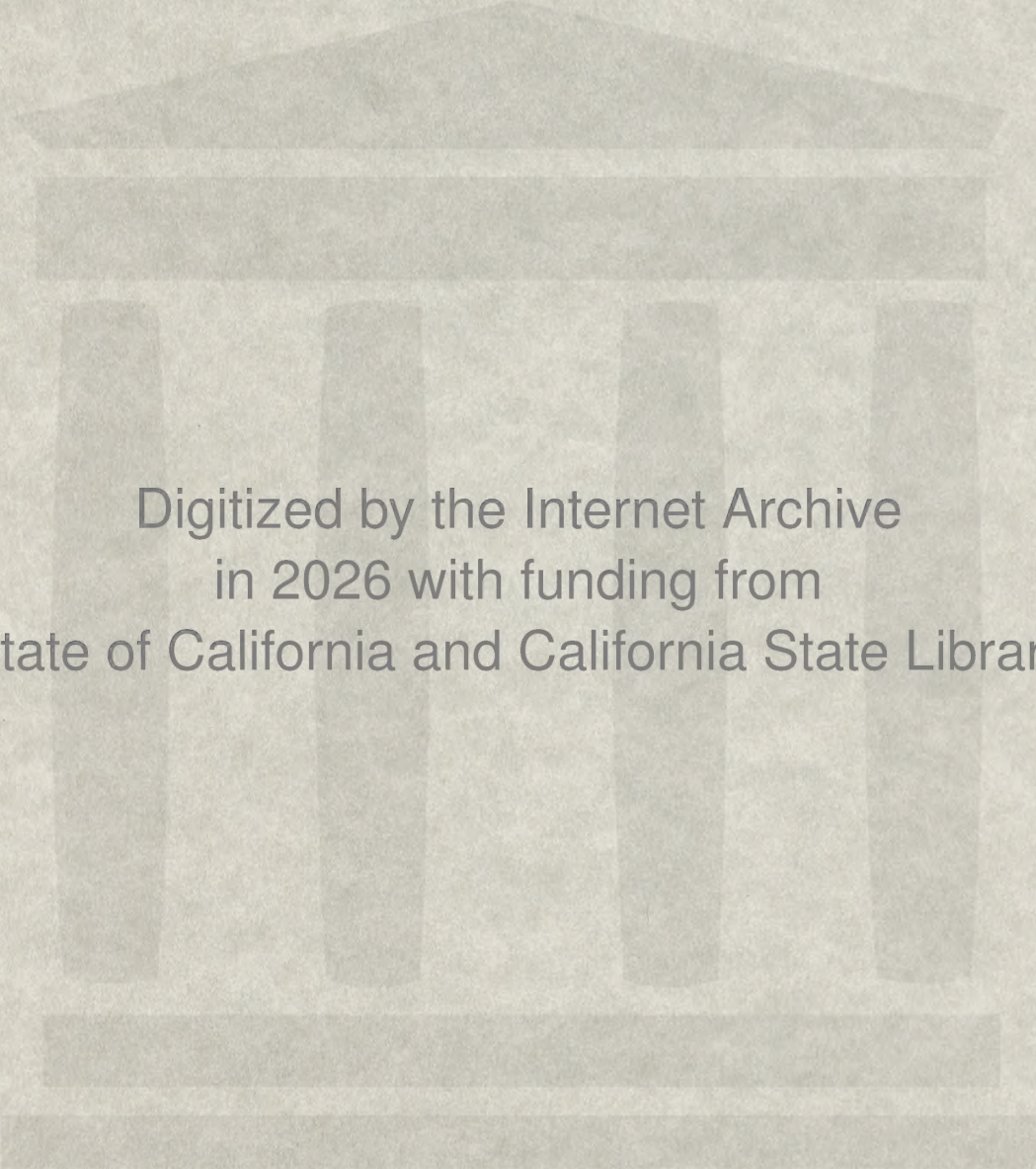
LAND USE ELEMENT

**To the
Visalia General Plan
September 1991
Revised June 1996**

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Final EIR Certified September 3, 1991 • Resolution No. 91-105
Adopted by Visalia City Council September 3, 1991 • Resolution No. 91-106
Adopted by Visalia Planning Commission July 25, 1991 • Resolution No. 91-52



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This document includes amendments through June 17, 1996.

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CHAPTER 1
INTRODUCTION

CHAPTER 1: INTRODUCTION

THE GENERAL PLAN

The General Plan is a long-term, comprehensive framework for the physical, social and economic development of a community within its planning area. Visalia's General Plan is a long-range guide for attaining the City's goals within its ultimate service area and accommodating its population to the year 2020. A comprehensive document, it coordinates all components of the City's physical development.

State law requires all cities and counties to adopt and maintain a General Plan. It must include seven elements—Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. These mandatory elements may be supplemented by optional elements at the discretion of the local jurisdiction. The Visalia General Plan includes the following optional elements: Seismic Safety, Historic Preservation, Scenic Highways, Recreation and Parks. Each General Plan Element must be consistent with the others, and City policies and ordinances must be consistent with the General Plan.

Requirements for the Land Use Element are detailed in Government Code Section 65302(a). The Land Use Element must, at a minimum, designate the proposed distribution and general location of land uses for housing, business, industry, open space and other public and private land use categories. The Element must also specify population density standards (e.g., rural residential - one dwelling unit per acre, medium residential - 10 to 15 dwelling units per acre, etc.) and building intensities (permitted land uses/building types and concentration of use) for various land use designations. In addition, the Land Use Element must identify future solid waste disposal sites and examine its relationship to the Circulation and Noise Elements.

The General Plan may be amended by minor adjustments each year or, in the longer term, by major revisions or updates. Procedures to amend the General Plan are outlined in Government Code Sections 65350 et seq. The General Plan may be amended only "in the public interest," and only with broad support for a revision necessary to accommodate changing community conditions or attitudes. Each mandatory General Plan element (text and maps) may be amended as many as four times per year. The Housing Element must be updated every five years. State law does not establish a schedule for major revisions to remaining required or optional elements.

LAND USE ELEMENT

The Land Use Element is the most visible and most often used element of the Visalia General Plan. This element plays the central role in correlating all of the City's community development issues into a series of goals, objectives and implementing policies as well as a map which depicts general land use location and distribution throughout the City's planning area. The Land Use Element is only one of several General Plan elements and several other planning and engineering tools that affect community development in the Visalia planning area. General Plan elements, various specific and master plans affecting development in the community are listed in Table 1-1.

Visalia's combination of small-town charm and larger city amenities is based on the City's recognition of the importance of a sound land use planning program. The first "General Plan", for Visalia was adopted in 1963. This 1963 Plan addressed issues like Central Business District viability, north Visalia revitalization, airport protection, and Mooney Boulevard regional commercial development and circulation.

In 1976, the 1963 Plan was revised by the adoption of the Land Use & Circulation Element to the City's General Plan. This Element involved extensive public participation and resulted in broad public support. The 1976 Element was

recognized by both the City Council and the Planning Commission as an excellent guide for community development. The 1976 Element focused on the following major local land use issues for a 20-year planning period to the year 1996:

- Directing growth, particularly to the City's northeast;
- Refining regional commercial policies;
- Development of northwest industrial parks;
- Creating an arterial/collector classification system and circulation grid; and
- Preserving the planning area agricultural operations.

TABLE 1-1 Visalia Community Development References

	First Adopted	Major Revisions
General Plan Elements		
Land Use	1963	1976, 1990
Circulation	1976	1989
Conservation, Open Space, Recreation & Parks	1974	1981, 1989
Housing	1984	
Noise	1975	
Safety	1975	
Seismic Safety	1975	
Urban Boundaries (Consolidated into Land Use Element 1990)	1975	
Historic Preservation	1979	
Scenic Highways	1976	
Master/Specific Plans		
Northeast Specific Plan	1979	1988
West Visalia Specific Plan	1988	
Airport Master Plan	1981	1990
Medical District Master Plan	1987	
East Visalia Redevelopment Plan	1986	
Mooney Blvd. Redevelopment Plan	1987	
Central Visalia Redevelopment Plan	1989	
Mooney Blvd. TSM Plan	1988	
Storm Drainage Master Plan	1989	
Zoning Ordinance	1960	1976
Subdivision Ordinance	1960	1987

In 1988, the update process to the 1976 Element began. It was undertaken: 1) to adjust 1976 population projections; 2) to reexamine commercial land inventory and development strategy; 3) to refine directed and phased growth policies; 4) to respond to General Plan law changes since 1976; and 5) to identify a growth and development strategy for the next 20 years.

On June 5, 1989, the Visalia City Council completed a three-year update process by adopting a separate Circulation Element. This revised Land Use Element amends and supersedes the 1976-1996 Land Use & Circulation Element to the Visalia General Plan which was approved by the City Council on August 17, 1976. The revised Land Use Element also supersedes the Urban Boundaries Element which was adopted on September 15, 1975.

PLANNING AREA BOUNDARY

The Planning area subject to this Land Use Element is a 90 square mile area illustrated on Figure 1-1. This area was developed based on the following criteria:

- Providing adequate area to accommodate urban growth over the next 30 years;
- Providing adequate area to provide an agricultural buffer area, which, for the 30- year planning period, would ensure a separation of Visalia from surrounding communities, and which, over the longer period, would provide for an urban expansion area beyond the year 2020; and
- The utilization of man-made or natural physical boundaries such as roadways and waterways.

PUBLIC PARTICIPATION

Underlying objectives of this update were:

- To build on the strengths of the 1976 Element;
- To determine the amount and type of change that the community has experienced since 1976;
- To plan for the needs of the community over the next 30 years; and
- To develop a growth phasing strategy that preserves Visalia's attributes.



Figure 1-1 Planning Area Boundary

The update's public participation program stressed these two objectives. Formal public participation on the update project began on August 29, 1988 with an open meeting between the City Council and the Planning Commission. Update project issues discussed at this meeting included the length of the planning period (10, 20, or 30 years), regional commercial development strategy and inventory, managed growth, implementation, and public participation.

Two committees formed the core of the update's public participation process. The 2020 Steering Committee, appointed by the City Council, consisted of members representing several community points-of-view. Committee representation from City advisory boards and commissions ranged from City Council, Planning Commission, Citizens Advisory Committee, Park & Recreation Commission and the Housing Advisory Board. Community special interest groups were represented by members from the Visalia Chamber of Commerce, Visalia Legislative Group, Building Industry Association, and Visalia Unified School District. Public-at-large membership on the 2020 Steering Committee included a former Visalia mayor, the publisher of the Visalia Times-Delta newspaper, and administrators from the College of the Sequoias and Visalia Unified School District. Several members of this committee served on the 1976 General Plan subcommittees and provided some historical background to ensure continuity. The role of the 2020 Steering Committee, in the update process, was to serve as a clearinghouse and sounding-board as well as to provide historic and special interest perspectives on community development issues.

A parallel group in the update process was the Staff Technical Review Committee. It consisted of representatives from each City department. This group's role was similar to the 2020 Steering Committee's. Additional functions included technical input (i.e., engineering, transportation, economic development, police, fire, etc.) as well as to act as departmental representatives for Land Use Element implementation.

Throughout the remainder of 1988 and to April, 1989, these two committees met separately to review and discuss land use issues related to community values, population projections, growth management, transportation, commercial strategies and land inventory, 30-year community trends, and economic factors. On March 8, 1989, the land use and growth concepts for the Element update project were presented to a joint meeting of the City Council, Planning Commission, and the 2020 Steering Committee.

Two public forums were also held during the update process. The first was on November 11, 1988. The purpose of this meeting was to solicit public comments, concerns and opinions on this community-wide planning project. A second public forum attended by approximately 90 people was held on April 13, 1989 to review and critique commercial land use and growth concepts.

The Planning Commission held study sessions from July 1989 through February 1990 and conducted an in-depth, detailed review of the Element's proposed policies and land use designations. The Commission review during these study sessions included discussions on the needs of the community over the next 30 years, review of community development policies over the last 25 years, a policy-by-policy review and modification of the goals, objectives, and policies contained in Chapter 3, review of "land use requests", and a thorough review of a preliminary draft to the land use map. The results of these study sessions are recorded in the *1990 Land Use Element - Working Papers*. In March 1990 the Commission released its proposed draft of the Land Use Element for formal public review and comment and environmental review.

The City Council also held study sessions on the Draft Land Use Element. Between March 1990 and September 1991, they conducted seven study sessions (including two joint study sessions with the Planning Commission) where the policies and land use designations were discussed and modified.

During the review period, the public was kept informed of the progress of the Land Use Element through the following techniques:

- Three, multi-color newspaper inserts distributed to 30,000 subscribers to the *Visalia Times—Delta*.
- Five display ads advertising public hearings.
- Neighborhood meetings.
- Inserts in utility bills.

The adoption process included seven Planning Commission public hearings and six City Council public hearings. To enhance participation by the public, many of these hearings were held at community centers throughout the city.

These study sessions and public hearings resulted in the preparation of a Revised Draft Land Use Element which was issued in April 1991 which included changes to the draft policies and map. Modifications to the draft policies included:

Environmental Resource Protection

- Consolidation of policies relating to environmental impact mitigation into applicable sections to effect their implementations.
- Inclusion of Draft EIR mitigation measures in Land Use Element policy text.

Airport Compatibility

- Review of airport compatibility criteria and standards and inclusion of more stringent and restrictive land use development standards in the airport vicinity.

Residential Policies

- Review and modification of residential densities to encourage higher densities in the Core Area of the community and higher average densities in single-family subdivisions.
- Modification of the residential policies to ensure adequate housing stock for special populations.
- Consideration of a residential/golf course project in the southeast portion of the community upon completion of a specific plan and subsequent environmental review.

Commercial Policies

- Relocation of Business Research Park uses from the scenic corridor areas to the eastern portion of the community (to increase the balance of employment opportunities to the east), the Ben Maddox corridor (in the Core Area) and the Road 80/SH 198 intersection between the industrial park and the airport.
- Inclusion of additional smaller-scale professional office uses on the perimeter of the downtown area.
- Modification of the Community Center policies to include long-term phasing of uses which would potentially compete with the Core Area and the Mooney Boulevard regional commercial area.
- Modification of the Community Center policy to eliminate the proposed Community Centers in the northeast and the northwest, aggregating them into a single Community Center in the north at the intersection of Old Dinuba Highway and Riggins.

Infrastructure

- Modifications were made to ensure adequate lead time for planning and implementation of infrastructure. Additional detailed reviews of infrastructure requirements were specified to occur at the time of annexation to provide adequate capital budgeting.

- Modifications were also considered to the water conservation, air quality, and transportation sections in conformance with testimony received during the public hearings.

Upon completion of the policy modifications in March 1991, a modified map was considered by the City Council in April of 1991 which integrated the proposed changes. Major revisions to the Land Use Element Map included the following:

- The two Community Centers originally proposed for the north half of the city have been combined into one Community Center located at Riggins Avenue and Dinuba Blvd.
- Business Research Parks and development in the West Visalia Specific Plan Area have been relocated and this area remains in agriculture. This will add the agricultural use designation within the Urban Growth Boundary.
- The Business Research Park designations have been relocated to the East Visalia Redevelopment area on the west side of Ben Maddox between Houston and Main; to the north of Tulare Avenue at the intersection with Ben Maddox, replacing Regional Shopping; and to the north and south sides of Highway 198 and the Visalia Parkway on the east side of the city.
- The Business Research Park Reserve designation replaces the Highway Commercial designation at the intersection of Highway 198 and Plaza Drive.
- The Business Research Park designation located on the east side of Shirk Avenue at Riggins Avenue has been modified to bring this designation from the area north of Riggins Avenue down to fill in the area north of Goshen Avenue adjacent to the Industrial area.
- Reserve Designation has been added to the Industrial uses north of Riggins Avenue, west of Shirk Avenue and Industrial Reserve has replaced Urban Reserve in this same area.

Environmental Review

The Draft Land Use Element released in March 1990 was evaluated in a Draft Environmental Impact Report (SCH 90020160). This document was circulated to the public and responsible agencies between September 1990 and January 1991. A final Environmental Impact Report was prepared and certified by the City Council on September 3, 1991.

ELEMENT ORGANIZATION

The Land Use Element is organized into four chapters: Introduction; Existing Conditions & Projections; Goals, Objectives & Policies; and Implementation Action Plan. The Existing Conditions & Projections chapter outlines historic growth perspectives and community values, descriptions of existing land uses, and socioeconomic projections and land use demand calculations. The Goals, Objectives & Policies chapter contains statements which establish the City's direction on community development issues. The Implementation Action Plan chapter summarizes various strategies and actions for the City to realize recommended goals and policies.

LAND USE DESIGNATION SUMMARY

Land use categories were developed as part of this update process which reflect the community's changing needs and its community development objectives. These designations, their general descriptions, and generalized location criteria, are as follows:

Residential

Rural Residential: up to 2 dwelling units per net acre (6 persons per acre). Very low intensity residential development where all urban services (i.e., storm drainage, sidewalks, street lighting, etc.) may not be required. Limit to areas:

- Adjacent to agriculture areas where more intensive future urban development is unlikely because of public safety conflicts such as the airport protection area
- Adjacent to natural or man-made features which act as boundaries between dissimilar land uses (i.e., industrial to residential in the northwest and agriculture to residential in the southwest)

Low Density: 2 to 10 dwelling units per net acre (up to 21 persons per acre). This is Visalia's traditional residential land use and density range (includes R-1-4.5 to R-1-20).

Medium Density: 10 to 15 dwelling units per net acre (up to 33 persons per acre). Typically consists of duplex, triplex, and four-plex development for infill or new development at local/collector and/or collector/collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres.

High Density: 15 to 29 dwelling units per net acre (up to 58 persons per acre). Standards for location, unit range and area are:

- Arterial intersections - 200-unit maximum on sites ranging from 6.5 to 13.5 acres.
- Arterial/collector intersections - 150-unit maximum on sites ranging from 5 to 10 acres.
- Mid-block arterials - 100-unit maximum on sites ranging from 3.5 to 6.5 acres.
- CBD - at in-fill locations which do not jeopardize the viability of existing single-family areas.

Densities in excess of 20 units per acre will be reviewed on a case-by-case basis through a conditional use permit where measurable community benefit is demonstrated and where infrastructure including mass transit facilities is available (or can be made available) to accommodate impacts of increased density.

Commercial

Convenience Center: Centers for personal and convenience goods and services for nearby residential areas. Includes new, infill, and/or existing strip commercial development at a scale which is compatible with surrounding residences. Special site design emphasis on access, on- and off-site circulation, parking, signage, noise, and lighting. Reviewed through conditional use permits, centers are to be located at one corner of arterial/collector intersections on sites of 3 acres or less. Centers are to be at one-mile intervals (minimum) from Neighborhood Centers. Where possible these centers are to be developed as part of planned unit developments or master planned as part of a development.

Neighborhood Center: Shopping centers with a major grocery store and drug store as anchors and supporting businesses which serve surrounding residential areas. Locations are to be at one corner of arterial intersections at two-mile intervals on sites up to 10-acres or on existing strip commercial areas. Center scale and design must be compatible with the surrounding residential area with emphasis on access, circulation, parking, signage, noise and landscaping. Where possible these centers should be planned and integrated into neighborhoods as part of planned unit developments.

Community Centers: Community-scale shopping areas with a wide range of commercial goods and services. Uses consist of community-, neighborhood-,

and/or convenience-level draw only. No uses which are exclusively of a regional draw or exclusively central business district uses shall be permitted. General guidelines for development are: 20-30 acres of community-level retail and ancillary facilities, and up to 10-acres of garden offices. Supporting facilities are to include up to 20-acres of multi-family residential development and a minimum area of 20-30 acres for public/institutional facilities (i.e., churches, senior residential facilities, etc.). Actual area to be determined through development of a specific plan for each community center. Locations are to be along or near the Visalia Parkway at:

- Northeast, northwest or southeast corner of Riggin and Highway 63.
- Demaree and Caldwell.
- Lovers Lane between the Parkway and Caldwell (Reserve).
- Northeast corner of Demaree and Riggin (Reserve).

Shopping/Office Center: Centers for a range of neighborhood and community-level commercial and offices uses. Primarily consists of areas previously designated for local retail (C-2.5), neighborhood, community and regional commercial uses. Generally characterized as strip or linear in nature with site/locational development and/or marketing constraints. General locations are:

- West side of Dinuba Highway, between Houston and Ferguson.
- East side of Ben Maddox Way, between Main Street and Houston.
- Murray Street corridor between Divisadero to Conyer.
- Houston corridor, between Divisadero and Oak Park.
- Noble Avenue corridor between Ben Maddox and Pinkham. Also, land locked or infill parcels may be added to this designation when they are merged with adjacent properties to obtain Noble Avenue frontage.
- Mineral King Plaza (south of SH 198 between Linwood and Chinowth).
- Other locations that may be found appropriate by the City Council and in conformity with the intent of the Land Use Element.

Central Business District: Visalia's historic, medical, and professional service center. Encompasses Conyer to Tipton and Mineral King to Murray including the Court-Locust corridor to Lincoln Oval Park.

Regional Center: Areas for large-scale retail commercial uses with limited office uses to serve local residents and shoppers from outside of the community. Neighborhood Center uses are not permitted in Regional Centers. Develop integrated sites at:

- Mooney Boulevard between SH 198 and Packwood Creek.
- South of Caldwell Avenue, east of Mooney Boulevard.
- SH 198 between Campus, Demaree and County Center.

Regional Center Reserve areas are located:

- South of Packwood Creek on both sides of Mooney Boulevard to Midvalley.
- South of Caldwell between Divisadero and Giddings alignment.
- Dorothea Street (west of Mooney Boulevard).

Highway Commercial: Limited number of areas of highly visible freeway (SH 198 and Plaza Drive) accessible locations for tourists and travelers' uses (i.e., hotels, motels, restaurants, vehicle repair, etc.)

Service: Areas for mix of wholesale and heavy commercial uses and services which are not suited to other commercial areas. General locations are:

- Noble from east of Goddard to Evans Ditch.
- Roosevelt east of Santa Fe.
- East Main extension.
- East Ben Maddox north of east Main extension.

Professional/Administrative Offices: Business and professional office areas. Zone districts underlying this designation include:

- General professional and administrative office areas.
- Garden office areas associated with Community Centers.
- Historic preservation areas for architecturally significant residential structures undergoing conversions to offices.
- Business/Research Parks for large-scale campus-type, master planned

areas to accommodate large business and research activities.

Community Facilities

Public/Institutional: Institutional, academic and community service uses. Representative examples include airport, library, hospitals, police/fire stations, waste water treatment plant, colleges, churches, cemeteries, convalescent and nursing homes, etc. Notes:

- Public schools are depicted with E for elementary schools, M for middle schools, and H for high schools. Proposed school sites are illustrated with •.
- AP is airport and WTP is waste water treatment plant.

Water Storage Basin: This (WSB) designation shall apply to existing basins that are used strictly for water storage purposes with no planned park uses.

Storm Water Basin: This (SWB) designation shall identify future planned storm water storage facilities. These future basins may or may not have park facilities. These future basins may or may not have park facilities associated with the final facility.

(Revised 11/21/94 - Resolution No. 94-177)

Industry

Light Industry: Less intensive research and development, warehousing and limited manufacturing activities. Production, processing, assembling, packaging or treatment of food products from previously processed material or finished products from previously prepared materials.

Heavy Industry: Manufacturing, processing or assembling of semi-finished or finished products from raw materials. Activities and/or operations shall comply with applicable state, federal and local environmental standards.

Open Space

Agriculture: Land primarily used for the production of food and fiber. All land outside of the UDB is designated Agriculture irrespective of size or actual use.

Conservation: Land reserved for preservation and enhancement of natural resources including plant and animal life, ground water recharge, irrigation water

conveyance, flood protection as well as limited recreation. Development adjacent to these areas may be permitted provided that conservation areas are not adversely impacted.

Parks: Open space land for public and private outdoor recreation purposes. Note: the map depicts private recreational areas with PR.

Park-Basin: This (PB) designation shall apply to existing storm water storage sites with an established or planned park use. This type of facility combines a water storage facility with a usable park space.

(Revised 11/21/94 - Resolution No. 94-177)

Urban Reserve

Urban Reserve: Consists of last planning and implementation area (outside 129,000 population Urban Development Boundary).

Special Planning Areas

Airport Protection Area: Area identified by the West Visalia Specific Plan's and Draft Airport Master Plan's (AMP) Compatibility Map and Compatibility Criteria Table Zones A through D. This public health and safety area involves traditional airport/land use compatibility concerns of noise, safety, nuisance, and air space protection. When evaluating specific land use or development proposals in this area, principle criteria are maximum densities, required open space, other development conditions listed in the (AMP's) Compatibility Criteria Table. Although Compatibility Zone E is not illustrated on the map, deed notice is required for any residential development in Zone E which indicates proximity to airport and possibility of over flights.

Waste water Treatment Plant Protection Area: Public health and safety area around the facility where land use and development proposals must address issues like transition/buffering, noise, odor, and water impacts.

Urban Boundaries

Urban Area Boundary (UAB): Approximately 90-square mile area which represents Visalia's 'sphere-of-influence' or the City's probable ultimate physical boundary and service area. The land area between the UAB and the Urban Development Boundary (UDB), the urban fringe, is generally not suited for urban development within the Land Use Element's 30-year planning and

implementation period (year 2020). This urban fringe area is designated for Agriculture. An implementation measure will be to promote development of a City/County mutual agreement to specify a process and review criteria for review of General Plan amendments and development proposals in this urban fringe area.

Urban Development Boundaries (UDB): Estimated urbanizable area within which a full-range of urban services will need to be extended or provided to accommodate urban development to the year 2020. Three boundaries are depicted by estimated City population generally for the years 2000, 2010, and 2020. These boundaries have been primarily determined to accommodate land use demand associated with economic and population projections. Periodic adjustment to these estimates and projections will be necessary to reflect changing conditions and updated data. A UDB implementation measure will be to work with the County to agree to use the Visalia Land Use Element, as amended, as the basis for review and action on any Tulare County General Plan amendments, zoning actions and development review for the area inside the Visalia UDB and outside of the Visalia City limits.

Urban Growth Boundary (UGB): This boundary line separates the urban development areas designated to accommodate urban development through the planning period (165,000 population or year 2020) from agricultural rural lands.

Circulation

Freeway: Intended exclusively for movement of high volumes of inter-city, regional, and longer local trips at high speeds.

Parkway: Enhanced arterial system which reinforces several of Visalia's community values such as defining buffer/transition areas between dissimilar land uses like industrial and residential areas as well as airport operating area from residential uses. The Parkway also: offers an alternative to the City's traditional arterial/collector grid system, reduces cross-city trips through residential areas, and serves high traffic-generating uses like town centers, Mooney Boulevard areas regional center, and Business/Research Parks. The 150' wide right-of-way has special landscaping corridor treatment for the median and adjacent land.

Arterial: Intended to provide the majority of the City's traffic carrying capacity; provides connections to the freeway system and to collector streets; provides access to major travel generators. Typically designed with 4 lanes for through traffic, two parking/transit/right turn lanes, and a median with single left turn lane at intersections.

Collector: Intended to provide connectivity between local streets and the arterial street system; also provides access to adjacent land uses. Typically designed with four lanes for through traffic, two parking/transit lanes and/or a median for left turn access.

GOALS & OBJECTIVES SUMMARY

The Land Use Element of the Visalia General Plan has eight goals, each with a series of objectives, and implementing policies. These categories are defined below:

Goal: A vision of conditions related to public health, safety or general welfare toward which the city directs planning and implementation.

Objectives: A specific condition which is an intermediate step in attaining a goal. Several objectives may relate to a goal.

Implementing Policy: A specific policy statement that guides decision-making and suggests actions to be carried out in meeting objectives and attaining goals. Policies can be broad in scope or directed at specific sites or resources.

The Element's goals and objectives are listed below. (Chapter 3 contains all of the goals, objectives, and implementing policies.)

GOAL 1: PRESERVE AND ENHANCE VISALIA'S UNIQUE CHARACTER.

1.1 COMMUNITY IDENTITY

Objectives

- A. Maintain and enhance Visalia's physical diversity, visual qualities and small-town characteristics.
- B. Strive to keep Visalia separate and distinct from nearby communities.
- C. Maintain the Core Area (Mooney Blvd. to Ben Maddox Way and Houston Ave. to Tulare Ave.) as the City's geographic center.
- D. Maintain the Central Business District (CBD) (Conyer St. to Tipton and Murray St. to Mineral King Ave. including the Court-Locust corridor to the Lincoln Oval area) as Visalia's traditional, medical, professional, government,

and cultural center. New uses and services should be directed to the CBD to the extent practicable.

GOAL 2: IMPROVE THE QUALITY OF AIR, LAND, WATER AND PLANT AND ANIMAL LIFE IN THE VISALIA PLANNING AREA.

2.1 PRESERVATION OF NATURAL FEATURES

Objective

- A. Preserve and enhance natural and rural features such as waterways, Valley Oaks, and agriculture as significant assets and community resources.

2.2 RESOURCE CONSERVATION

Objective

- A. Promote development and public resource management practices which will result in resource conservation.

2.3 IMPROVE THE QUALITY OF AIR IN THE CITY OF VISALIA AND ITS AIR BASIN

Objective

- A. Promote development and resource management practices which will enhance air quality.

2.4 ENHANCE WATER QUALITY AND CONSERVE WATER RESOURCES

Objective

- A. Promote development and resource management practices which enhance water quality and minimizes the impact of development on scarce water resources.

2.5 ENVIRONMENTAL COORDINATION AND ADMINISTRATION

Objective

- A. Develop an effective environmental compliance administrative system.

GOAL 3: DIVERSIFY AND IMPROVE THE VISALIA PLANNING AREA'S ECONOMY

3.1 EMPLOYMENT & POPULATION GROWTH

Objectives

- A. Maintain Visalia's role as the regional commercial and industrial center for Tulare, Kings and southern Fresno counties.
- B. Promote diversity in Visalia's economic base to increase the stability of jobs and fiscal revenues.
- C. Enhance the City's sales tax revenues by maintaining and improving Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community.
- D. Maintain a circulation system which is consistent with the Land Use Element and Map.

3.2 VISITOR AND CONFERENCE ACTIVITIES

Objective

- A. Encourage tourism and conference activities as part of Visalia's economic base.

3.3 EDUCATION

Objective

- A. Encourage and support the continued development of post-secondary educational facilities in Visalia.

3.4 AGRICULTURE-RELATED BUSINESSES

Objective

- A. Maintain and encourage agriculture-related businesses in appropriate areas of Visalia.

3.5 COMMERCIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Maintain Visalia's role as the regional retailing center for Tulare and Kings Counties.
- B. Ensure the continued viability of Visalia's existing commercial areas.
- C. Promote comprehensively planned, concentric commercial areas to meet the needs of Visalia residents and its market area.
- D. Create and maintain a commercial land use classification system (including location and development criteria) which is responsive to the needs of shoppers, maximizing accessibility and minimizing trip length.
- E. Designate appropriate and sufficient commercial land for Visalia's needs to the year 2020 with appropriate phasing.

3.6 OFFICE LAND DEVELOPMENT AND LAND USE

Objectives

- A. Provide adequate area for office developments in areas where they can be effectively integrated into surrounding areas.
- B. Designate, where appropriate, areas for conversion of older historic structures to office uses.
- C. Provide for large-scale office developments in the community at locations which provide close-in employment opportunities.
- D. Maintain the circulation system to support the desired distribution of commercial, residential, industrial and employment centers.
- E. Strengthen the Core Area as the primary area for professional office development.

3.7 INDUSTRIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Encourage the location of new industries that do not generate substantial amounts of pollutant emissions, impacts on air quality, or other natural resources.
- B. Ensure compatibility between industrial lands and adjacent dissimilar land uses.
- C. Retain and strengthen the City's role as a regional manufacturing center in the Southern Central San Joaquin Valley.

GOAL 4: PROVIDE A VIABLE RANGE OF HOUSING ALTERNATIVES IN THE VISALIA PLANNING AREA

4.1 RESIDENTIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Ensure adequate land area is available for future housing needs.
- B. Encourage efficient residential development.
- C. Encourage development of comprehensively planned, compact, well-integrated areas for single-family and multi-family residential development using schools, neighborhood parks, and open space conservation facilities as key planning components.
- D. Provide new residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet projected demand throughout the community.
- E. Identify locations for multi-family developments which are accessible to major transportation routes, mass transit facilities, commercial areas, schools, and recreation facilities.
- F. Protect existing and proposed residential areas.

4.2 HOUSING NEEDS

Objective

- A. Coordinate residential land use planning and housing needs with Housing Element and other adopted plans and programs.

GOAL 5: PLAN AND DEVELOP AN EFFICIENT PUBLIC FACILITIES AND SERVICES SYSTEM TO SERVE AS A FRAMEWORK FOR ORDERLY URBAN DEVELOPMENT

5.1 WASTEWATER AND TREATMENT PLANT, SANITARY SEWER, STORM DRAINAGE

Objectives

- A. Coordinate facilities and services planning to implement land use goals and objectives.
- B. Plan the location, cost, and funding of facilities and services in advance of need.

5.2 LOCAL GOVERNMENT FACILITIES AND SERVICES

Objectives

- A. Provide high quality government facilities and services to the general public. The location of government facilities and services shall be directed to the Core Area of the community to the greatest extent possible.
- B. Coordinate location of public improvements for other local agencies and districts to maximize service to the general public with an emphasis on their location in the Core Area.

5.3 PUBLIC SCHOOLS

Objectives

- A. The City shall coordinate the location of school sites in the community with the School District in an effort to assist the School District in providing school facilities at the optimum locations and in a timely manner. The City shall evaluate the impact of proposed projects on the capacity of the school facilities and coordinate exists to serve the needs of existing and planned development.
- B. Provide transportation and recreation opportunities near schools.
- C. Promote schools as focal points for neighborhood areas and as planning elements for new growth areas.

5.4 DAY CARE FACILITIES

Objective

- A. Encourage all-day care centers (children, youth, and senior) and private preschools to provide facilities for year-round care.

5.5 HEALTH CARE FACILITIES

Objectives

- A. Facilitate a continued high level of health care services in the community.

5.6 TRANSPORTATION

Objectives

- A. Plan and develop a transportation system for Visalia which contributes to community livability, recognizes and respects community characteristics (natural and man-made), and minimizes negative impacts on adjacent land uses.
- B. Promote ways to reduce the number of vehicle-miles traveled in the planning area.
- C. Encourage land use planning which balances the location of housing and employment centers in the planning area.
- D. Implement a monitoring and evaluation program that will provide the data and planning needed to develop an effective and coordinated Capital

Improvement Program (CIP) that will provide circulation improvements in concert with development trends.

GOAL 6: MANAGE PLANNING AREA GROWTH TO BE CONTIGUOUS AND CONCENTRIC FROM THE CITY'S CORE AREA.

6.1 GENERAL GROWTH MANAGEMENT

Objectives

- A. Provide for an orderly and efficient transition from rural to urban land uses.
- B. Minimize urban sprawl and leap-frog development by encouraging compact, concentric and contiguous growth.

6.2 URBAN BOUNDARIES

Objective

- A. Implement and periodically update a growth management system which will:
 - 1. guide the timing, type, and location of growth
 - 2. preserve resource lands
 - 3. protect natural features and open space
 - 4. encourage techniques which encourage energy conservation

6.3 AGRICULTURAL LAND PROTECTION

Objective

- A. Protect agricultural land from premature urban development.

6.4 GROWTH MANAGEMENT COORDINATION

Objective

- A. Coordinate growth management planning and implementation among Visalia, Tulare County, and the surrounding cities of Tulare and Farmersville.

GOAL 7: IDENTIFY ISSUES OR AREAS WHICH HAVE SIGNIFICANT IMPACT ON THE VISALIA PLANNING AREA AND REQUIRE SPECIAL ATTENTION.

7.1 COLLEGE OF THE SEQUOIAS

Objectives

- A. Encourage and facilitate the implementation of the COS Master Plan.
- B. Promote City and COS efforts to resolve land use compatibility issues between the main campus and the surrounding area.

7.2 VISALIA MUNICIPAL AIRPORT

Objectives

- A. Continue to ensure safe and efficient airport operations.
- B. Design a land use plan and development regulations which ensure the long-term viability of the Visalia Municipal Airport.

7.3 REDEVELOPMENT DISTRICTS

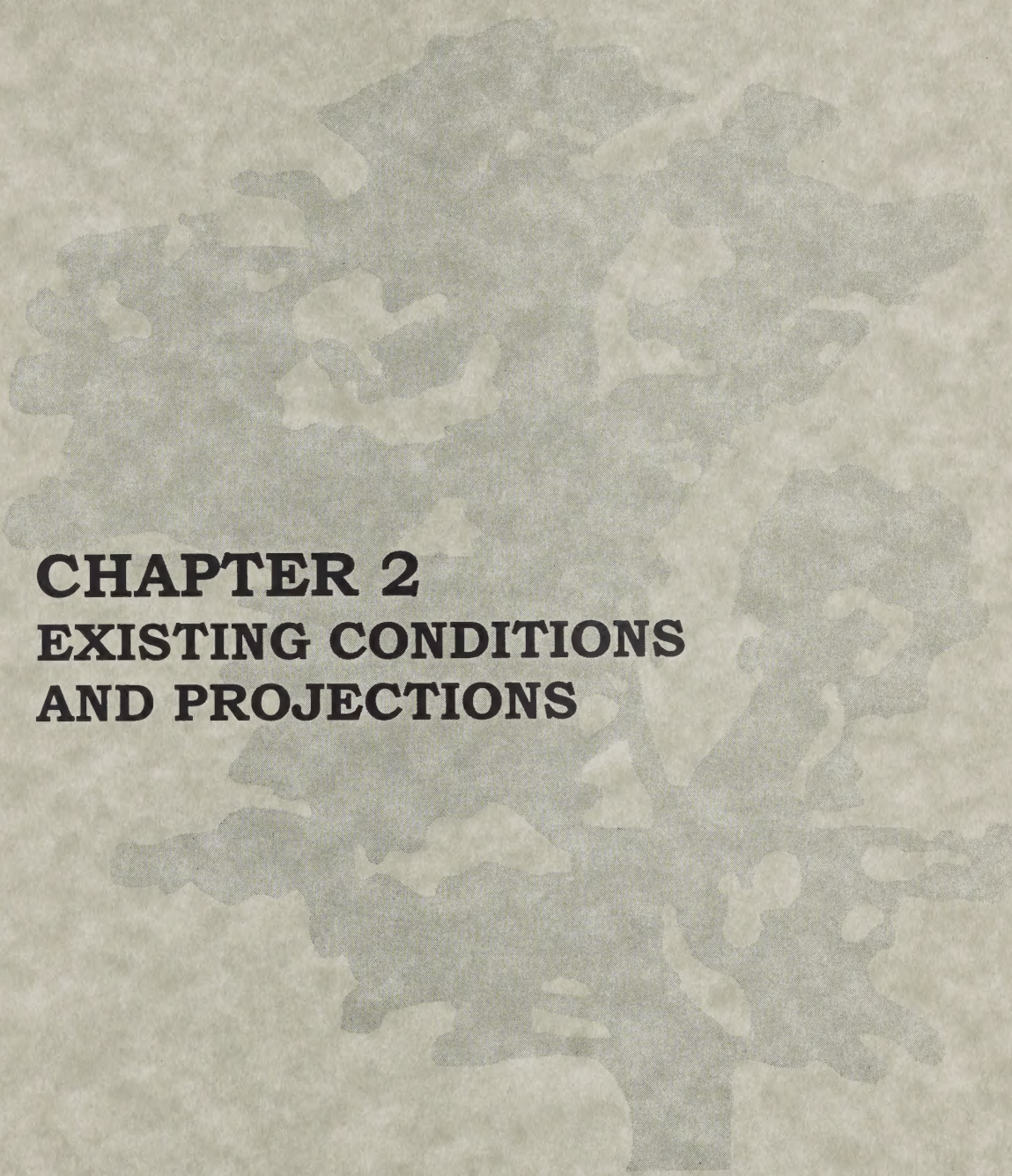
Objective

- A. Provide for the formation and implementation of redevelopment projects consistent with State Redevelopment Law.

GOAL 8: STRUCTURE AN IMPLEMENTATION PROGRAM TO ACHIEVE THE GOALS, OBJECTIVES AND POLICIES OF THIS ELEMENT.

Objective

- A. Periodically monitor, review and amend the Land Use Element so that it is responsive to the changing conditions, needs, and attitudes of the community.



CHAPTER 2

EXISTING CONDITIONS AND PROJECTIONS

CHAPTER 2: EXISTING CONDITIONS & PROJECTIONS

INTRODUCTION

This chapter contains documentation on Visalia's community values, policy history, statistical summaries of existing conditions, projections of future development needs and trends, and special development issues. This information is organized into seven categories corresponding to the first seven goals of the Land Use Element: 1) Small-Town Character; 2) Environmental Quality; 3) Economy; 4) Residential; 5) Public Facilities; 6) Urban Growth; and 7) Special Areas of Concern. This format is intended to provide a self-contained discussion of background information associated with each of the goals, objectives, and policies contained in Chapter 3.

Community Values

Visalia's character has been influenced by numerous physical, visual, social and economic qualities. This character has made Visalia unique among San Joaquin Valley communities. Visalia is known for its:

- Agricultural heritage and open space;
- Historic neighborhoods;
- Central Business District;
- The College of the Sequoias;
- Civic pride and community volunteerism;
- Regional retail commercial stores, medical and professional services; and
- Gradual and managed urban growth.

One objective of the Land Use Element update project was to record a perceived community value system for the City; in other words, how Visalia 'looks and feels.' These values are principles, standards or qualities which are regarded as worthwhile or desirable to preserve. They were developed and condensed from discussions with the 2020 Steering Committee and the Staff Technical Review Committee. These values served as the basis for many of the Land Use Element's goals, objectives, and implementing policies outlined in Chapter 3. By identifying community values and translating them into policy statements, the updated Land Use Element will play a central role in preserving Visalia's important community characteristics as the City evolves over the planning period to the year 2020. The community's values are listed in Table 2-1.

SMALL-TOWN CHARACTER

Visalia's small-town identity has been influenced by a number of physical, social, visual, and economic factors. Three factors—natural environment, man-made environment, and people—have had the greatest impact on the community's identity.

Natural Environment

The City is located on the rich delta of the Kaweah River. This location, at the base of the Sierra Nevada, created rich water and soil resources for the Visalia planning area. Explorers and early settlers to the area described the Kaweah's down stream system (St. Johns River, Mill Creek, Packwood Creek, and Outside or Cameron Creek) as the 'Four Creeks Country.' Here, the streams and rich soil produced part of a vast Valley Oak woodland and grassland that stretched from the foothills to Tulare Lake.

Table 2-1 Visalia Community Values

Community Image

Location	Visalia enjoys a central California location with easy access to San Francisco and Los Angeles as well as to the Pacific coast and Sierra Nevada mountains.
Livability	Visalians perceive the City as clean, safe, and livable.
Small-Town Character	Visalia exhibits many big-city amenities in a small-town environment. The City is surrounded by agricultural land which emphasizes its distinctive community character. Main Street still acts as the principal downtown thoroughfare. The Core Area (Ben Maddox to Mooney Blvd. and Houston Ave. to Tulare Ave.) is Visalia's original town site area and historic center. The Core Area exhibits many of the City's small-town characteristics such as historic residential areas, the Central Business District, Redwood and Mt. Whitney high schools, Recreation and Lincoln Oval parks, Kaweah Delta District Hospital, etc.
Viable Downtown	The Central Business District or CBD (generally Santa Fe to Conyer St. and Mineral King Ave. to Murray St. including the Court-Locust corridor to the Lincoln Oval area) is Visalia's traditional retail, medical and professional center. The CBD is still a magnet for activity as its role has evolved from a retail sales hub to an administrative services center.
Civic Pride and Volunteerism	Community spirit coupled with the City's size fosters a perception that individuals still 'make a difference' in determining Visalia's future.
Ethnic & Cultural Diversity	A shared community resource is the blend of diverse cultures.
Leisure Activities	Visalians enjoy opportunities to participate in active outdoor activities and numerous organizations.
Natural & rural landscape	Area agricultural lands and natural features like Great Valley Oak trees and waterways have combined to create scenic vistas and highly valued rural open space system.
'Scenic corridor'	Agricultural land uses and large Valley Oaks along both sides of SH 198 from SH 99 to Akers Rd. have created a unique western entryway to Visalia. This rural gateway has also created an open space buffer to SH 99 which has contributed to Visalia's uniqueness in the San Joaquin Valley.

Table 2-1

Visalia Community Values

con't

Agricultural Lands

The planning area and Tulare County have some of the most productive agricultural land in the U.S. which provides food and fiber for the world.

This agricultural resource land also acts as a buffer or transition area separating the population centers of Visalia from the cities of Farmersville and Tulare and the Tulare County community of Ivanhoe.

Environmental Quality

Environmental Issues

Rich farm land and a high quality water supply have provided Visalia with a firm economic base and an excellent quality of life. Maintaining and improving air quality, water and land resources quality is a growing concern.

Economy

Population Growth & Employment

Visalia's desire continued and gradual population growth with high quality development to maintain the City's economic and community livability.

Agriculture

Agriculture has played a leading role in shaping Visalia's economy with agriculture-related business opportunities and industry.

Commercial/Office Development

Visalia has a number of large industrial businesses and land area for industrial expansion.

Generally industrial development has been the result of progressive economic development programs among City and Tulare County public officials, private enterprise, and non-profit organizations.

Education

This sector of the community's economic base is served by the College of the Sequoias (COS), CSU-Fresno satellite campus, and a number of private business and vocational schools. Post-secondary schools add an extra dimension to the City's quality of life.

Visitor/Conference Activities

Modern transportation and convention facilities along with the City's regional center role combine to promote clean, non-polluting tourist industry.

Visalia Municipal Airport

The airport is an important transportation link which connects Visalia with major California metropolitan areas for business and leisure activities.

Table 2-1 Visalia Community Values

con't

Residential

Neighborhoods	Visalia is made up of many distinct and cohesive residential neighborhoods. The majority of Visalia's neighborhoods consist of traditional single-family houses.
Affordable Housing	Visalia is recognized state-wide for encouraging and implementing innovative affordable housing programs.

Public Facilities/Services

Public Education	The community's public school system is regarded as strong in traditional basics.
Community Cooperation	The City and Visalia Unified School District (VUSD) have established an excellent cooperative relationship which encourages maximum public use of school property and facilities. Other public organizations including COS, Kaweah Delta District Hospital, among others, also work closely with the City to ensure the highest level of service to their constituents.
Local Government	Visalia has earned a national reputation for its public programs and services.
Health Care	Visalia is the regional center for health services in Tulare, Kings and southern Fresno counties. As a regional center, excellent health care facilities and programs are available to Visalians.

Urban Growth

Urban Growth	Since 1975, Visalia's urban development has stressed concentric growth where possible. Concentric growth is based on directed, balanced and contiguous growth around the City's Core Area.
Urban Boundaries	Tulare County and Visalia have worked together to establish boundaries between urban and rural land uses. These boundaries reinforce efficient land use planning and distinctive community characteristics.

Only remnants of this forest and stream system remain. Today, glimpses of the Four Creeks Country forest and stream system merely dot the planning area. Yet, these areas have contributed greatly to Visalia's community image. They include Visalia's 'second scenic corridor' along Main Street from West Main to Mayors parks, the St. Johns River area, Mooney Grove Park and Cutler Park.

Renewed interest in preserving the planning area's natural environment began in 1979 with the Northeast Specific Plan's treatment of the St. Johns River. In 1988, the West Visalia Specific Plan heightened awareness of SH 198's scenic corridor which combines natural features like Valley Oaks and natural waterways with agricultural open space. The specific plan also set precedents for riparian corridor protection and standards along Mill Creek and Persian Ditch. The St. Johns River Park Master Plan, adopted in 1988, established policy and design criteria for riparian habitat protection and public use areas. In 1989, the Conservation, Open Space, Parks & Recreation Element update identified significant habitat areas and, for the first time, established standards for a community-wide waterway corridor system.

Man-Made Environment

Agriculture

The planning area's man-made environment has been shaped by both rural and urban development. Agriculture, since the late 1800's, has been the predominant land use around Visalia. Urban development has been characterized by gradual and steady growth around the City's Downtown area.

Tulare County is one of the most productive areas in the United States. This agricultural heritage has created a strong economic base and rural open space around for Visalia. The planning area's agriculture land uses combine farming operations and natural features like Valley Oaks and creeks. From a working farm perspective, this rural landscape provides food and fiber for the nation and the world. This land is a source of employment, and income; in many cases, it's also a future investment involving potential urban development. Visually, this rural landscape provides expansive views of cultivated fields made up of differing shapes, colors, and sizes. Oaks, and other large native trees and orchards serve as topographic elements providing visual relief to Visalia's flat-land character. Seasonal changes, varying crops types and farm activities also provide a constantly changing landscape backdrop.

Visalia's scenic corridor along west SH 198 between SH 99 and Akers Road is a well-known example of this rural landscape. The scenic corridor has contributed to Visalia's unique image particularly as a "non-Highway 99" Valley-town. This three-mile long stretch combines Municipal Airport and Plaza Park lands with the rural landscape to create a highly-regarded community value; but, one which defies definition. Defining the scenic corridor and other rural landscapes in and around the City is difficult because of agriculture land uses and varying perspectives. Because the scenic corridor's predominant land use is agriculture, its character changes from season to season and from year to year. In addition,

urban development pressures are increasing and threaten this community value. Methods must be devised to reflect varying scenic corridor as well as other rural landscape interests and to preserve these valued community assets.

Urban

Visalia's urban development has revolved around what is now the City's Downtown area. The Central Business District (CBD) is generally contained in the area from Santa Fe to Conyer between Murray Street and Mineral King Avenue including the Court-Locust corridor to the Lincoln Oval area. The CBD is Visalia's traditional retail, medical, and professional center. It contains several distinct areas and districts such as the retail core, medical district, convention/hotel center, and government center.

The thriving CBD has provided the nucleus for future community growth. Many of Visalia's examples of small-town character are found in a 3-square mile area around the CBD. This area, the Core Area (Ben Maddox Way to Mooney Boulevard and Houston Avenue to Tulare Avenue) illustrated in Figure 2-1 was the area within Visalia's pre-1950 City limits. The Core Area contains architecturally significant historic neighborhoods; Redwood and Mt. Whitney high schools; the 'Hobo Jungle' riparian habitat area along Jennings Ditch; as well as Recreation, Lincoln Oval, Mayors and Memorial parks.

Citizens

Native Americans, explorers, early settlers, and new arrivals were drawn to the Visalia area because of the quality of life provided by the Kaweah River delta's water and soils as well as the shade of oak trees. Present-day citizens have found Visalia to offer a high degree of livability, community involvement and level of services not present in most California communities. Through its past and present citizens, Visalia's community identity has been marked by a high-degree of civic pride and volunteer spirit.

Examples of this civic pride and volunteer spirit include:

- Building a six-mile long railroad feeder line in 1874 to connect Visalia with the Southern Pacific line which bypassed the City.
- Launching efforts to save the giant redwoods and create Yosemite and Sequoia National Parks in the 1880's.
- Planting Valley Oak trees along SH 198 in 1925 to create a western entryway into the City.
- Developing dynamic public-private sector economic development programs to attract new and retain existing industry.

- Dedication of over 151,000 volunteer hours in 1989 for community programs and projects.

Along with the planning area's natural and man-made environments, Visalia's citizens have played an active role in forming the community's identity.

Community identity policies to preserve Visalia's small-town character are listed in Chapter 3 under Goal 1.

ENVIRONMENT

Natural Features and Resources

The Kaweah River delta has provided the Visalia planning area with rich soils and a good quality water supply. These land and water resources have, in turn, provided the basis for much of Visalia's community identity and economy. Urban development has created pressure on these and other resources like the air as well as the environments they support (agricultural lands, riparian habitat, etc.).

The following is a summary of the planning areas natural resources and features. A detailed description of these resources and features is contained in the Land Use Element's Environmental Impact Report (Environmental Setting) and the General Plan's Conservation, Open Space, Recreation & Parks Element.

Ground Water

Visalia is located on alluvial fan deposits of sand, silt, gravel, and clay. These materials form ground water aquifers as surface water seeps into the sand and gravel layers and flows along gradients created by layers of silt and clay. The aquifer beneath Visalia provides a supply of high quality water.

Surface Water

Visalia's community waterway network (Figure 2-2) includes natural and man-made channels. Natural streams include the St. Johns River, Mill Creek, Packwood Creek and Cameron Creek. Significant man-made channels include Modoc Ditch, Evans Ditch, and Persian Ditch. These waterways are intermittent and supplied by water released from Lake Kaweah's Terminus Dam. Historically, these waterways have been used for irrigation and flood protection including storm water runoff. In 1962, the threat of major flooding was significantly reduced by the completion of Terminus Dam.

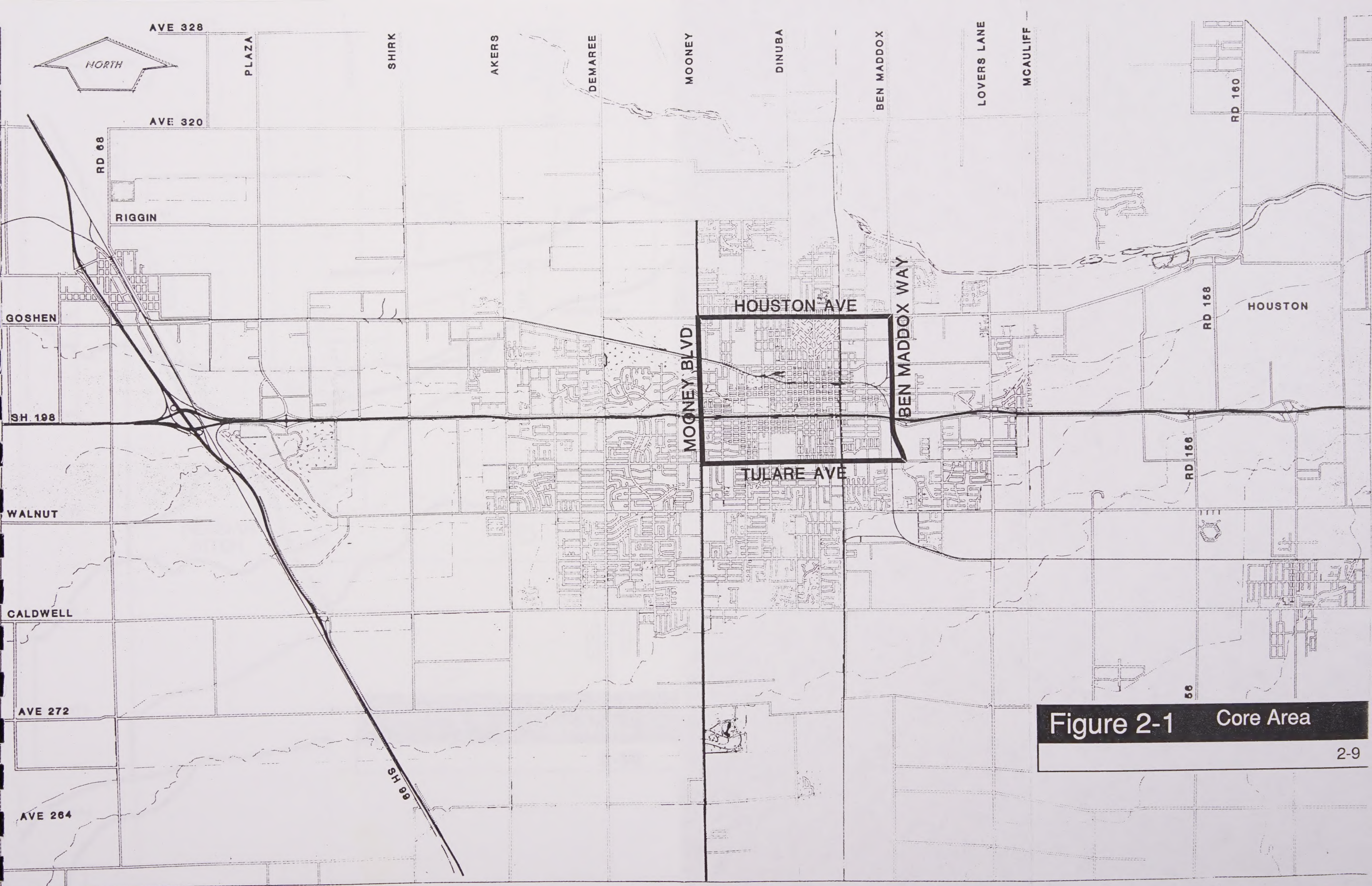


Figure 2-1 Core Area

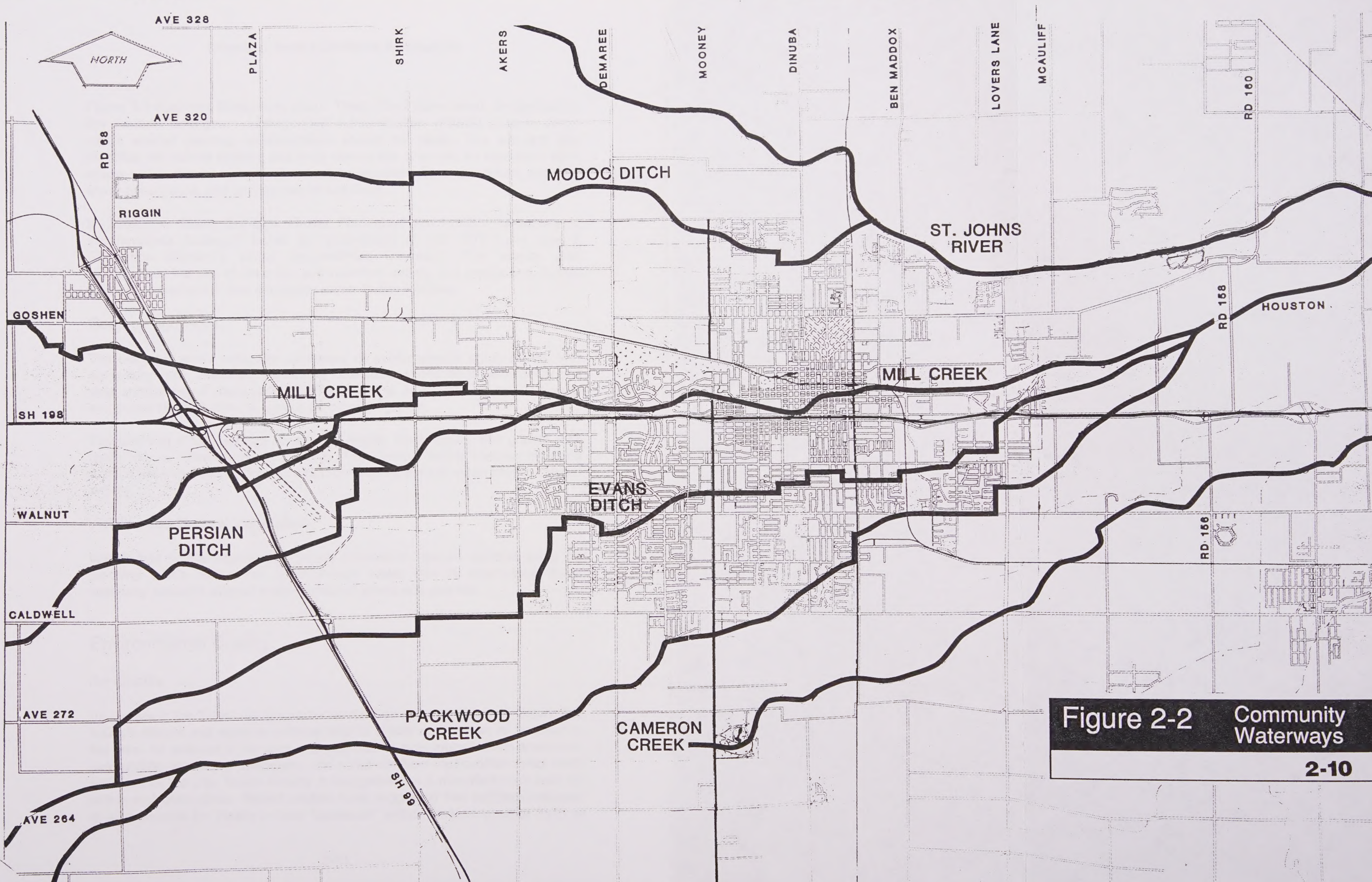


Figure 2-2 Community Waterways
2-10

Figure 2-3 illustrates flood-prone areas. These flood plane areas, designated by the Federal Emergency Management Administration (FEMA) indicate areas where special planning considerations should be made. This element also identifies the natural streams and three man-made channels for significant open space which require special treatment to integrate flood protection, irrigation water conveyance, and riparian habitat functions.

In 1989, the Storm Drainage Master Plan cited the facilities necessary to accommodate 'build-out' inside the boundaries of the 1976 Land Use & Circulation Element's Urban Improvement Boundary. The master plan recommends the use of detention and retention basins and creeks and ditches for storm water runoff. See discussion under Public Facilities.

Geology and Soils

The planning area's soils are comprised of predominantly prime (Class I-IV) agricultural soils. Generally, these soils have moderate to rapid permeability and slow surface runoff characteristics. The terrain is nearly level or gently sloping and poses few limitations to agriculture or urban growth.

The planning area's geology consists of largely metamorphic and granite rock types with no known faults in the area. The Seismic Safety Element indicates that Visalia is in Seismic Zone VI which generally does not report severe seismic activity.

Wildlife and Natural Vegetation

Wildlife and natural vegetation is largely confined to riparian corridors along the planning area's waterways. Even though water flow is intermittent, these waterway corridors support a wide variety of plants and animals.

Environmental Quality

Air Quality

Visalia lies in the Tulare County portion of the San Joaquin Valley Air Basin. The Valley's climate and weather patterns help to create and contain air pollution in the area. Air pollution in the area is largely due to local motor vehicle emissions, surrounding agricultural operations, and pollutants from metropolitan areas north and west of the City. Tulare County is designated as a non-attainment area for ozone and particulates. Recent studies have suggested that additional sources of air pollutants for Visalia include "upstream" pollutants from sources north of

Visalia and pollutants generated in the South Valley carried to Visalia by the "Visalia Eddy".

Water

Ground Water supply and quality are adequate throughout the planning area. However, ground water has been contaminated in two areas because of past, outmoded industrial operations. These areas are located in the northeast near Ben Maddox Way and Goshen Avenue and in the northwest near Shirk Road and Goshen Avenue.

Agricultural Resource Land

Numerous landowners in the planning area have acquired Williamson Act status. Williamson Act preserves are mapped in the Conservation, Open Space, Recreation & Parks Element and the Environmental Impact Report. Urban expansion adversely affects agricultural operations.

Noise

The City's Noise Element to the General Plan identifies and appraises noise problems in the community. Noise exposure information is compiled for highways and arterials, railroads, industrial operations, etc. This information has been used in locating noise sensitive land uses like residential development, schools, and areas for churches. The principal source of noise in the community is vehicle traffic on arterials.

Environmental policies are listed in Goal 2.

ECONOMY

Since the 1860's, Visalia has been the regional trade center for Tulare County, southern Fresno County and Kings County. One of the most significant Land Use Element goals (Goal 3: Economy) is to retain this regional trade center status. This section outlines historic population growth and future projections because growth is a key to the vitality of the City's economy. The City's various economic sectors are then examined with historic overviews and statistical summaries of existing land inventories and future land area demand estimates.

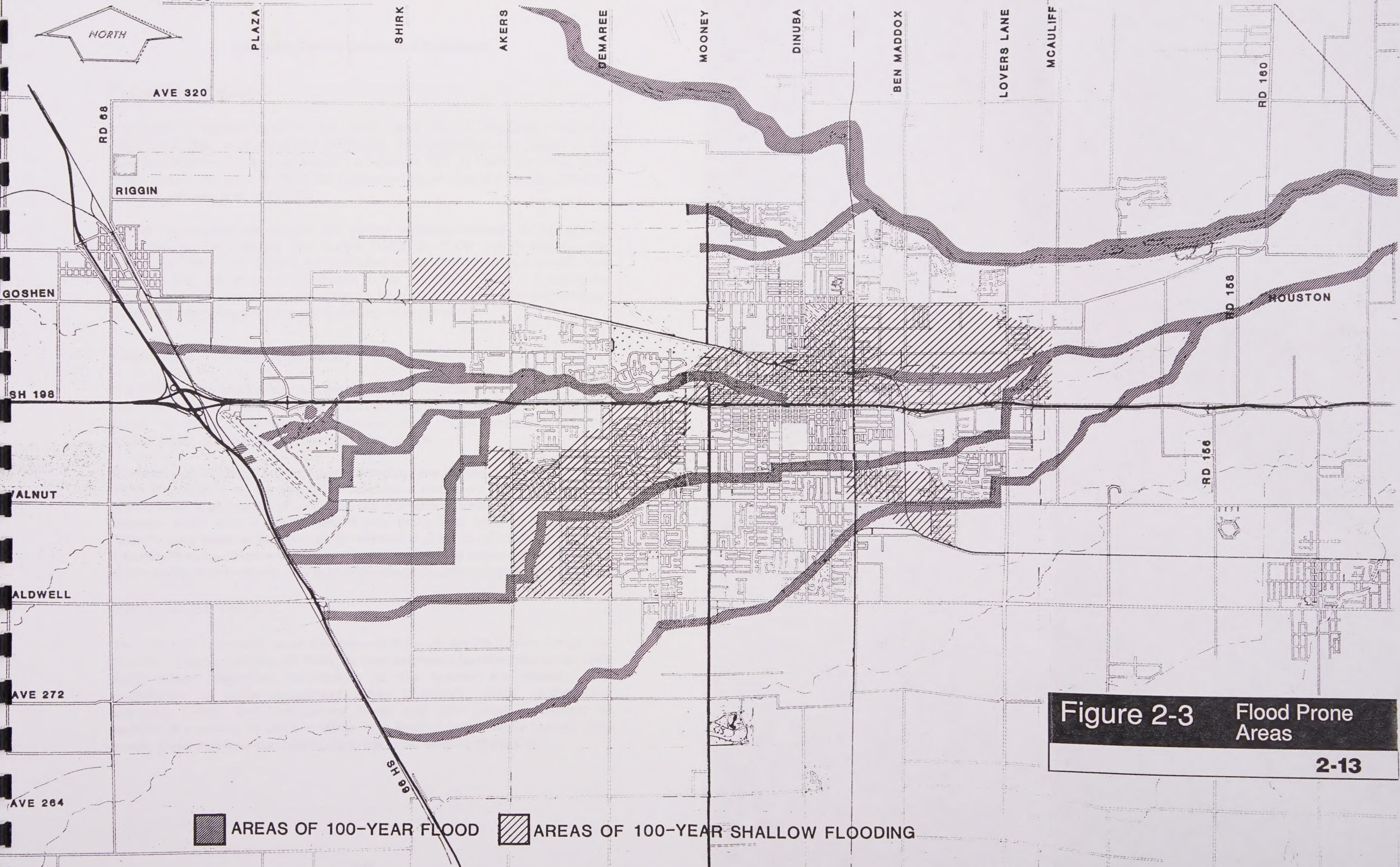


Figure 2-3 Flood Prone Areas
2-13

Population Growth

Population estimates used for the 1976 Land Use & Circulation Element projected a year 1996 population of 66,296. This projection was based on the average arithmetic increase in population between 1960 to 1975, estimated to be 1660 persons per year. In 1989, the California Department of Finance estimated Visalia's population to be 68,758.

Visalia has experienced gradual and steady population growth. Annual growth from 1975 to 1989 ranged from 0.75% (1982) to 12.0% (1980) and average 3.5% (see Table 2-2). Figure 2-4 illustrates actual City population growth from 1960 to 1990, and projects City growth to the year 2020. Table 2-3 details the projected growth rate in five-year intervals from 1990 to 2020. The methodology used to develop these projections is outlined in Appendix B.

Population and Employment

It is difficult to determine which comes first—jobs creation or population growth. Each has an influence in attracting the other. In addition, employment is closely linked to other economic and non-economic issues including housing, infrastructure, transportation, and community values.

A comparison of total City population to employment (based on data from 1960, 1970 and 1980 U. S. Census data) indicates a consistent ratio between local employment to population of 0.40. This statistic reflects Visalia's historic balance between those who reside in Visalia and those who work in Visalia. This "jobs-housing balance" is important to maintain in order to minimize vehicle trips and vehicle miles traveled in the community, to retain the community's identity as a non-bedroom community, and to provide adequate employment opportunities.

Retail Sales Volume

The City has historically been the regional retail center for Tulare, Kings and Southern Fresno Counties. In 1989, its total estimated taxable retail sales were \$825 million. Significant contributors to this volume are Visalia's auto dealerships, its major department stores (Penney's, Sears, Gottschalk's, Mervyn's, K-Mart, and Montgomery Ward) and other retail businesses. In addition to providing its citizens with a high level of conveniently located retail goods, these activities also contribute to the fiscal integrity of the City.

Agriculture-related Business

Tulare County grows over 225 commercial crops and ranks as one of the most productive agricultural counties in the United States. Much of Visalia's commercial activity is directly related to agriculture. To diversify the planning area's agriculture sector, both City and County as well as private sector groups work to increase the area's processing and production operations. In addition, economic development programs encourage the location of new and the retention of existing agriculture-related businesses.

Commercial and Office Development

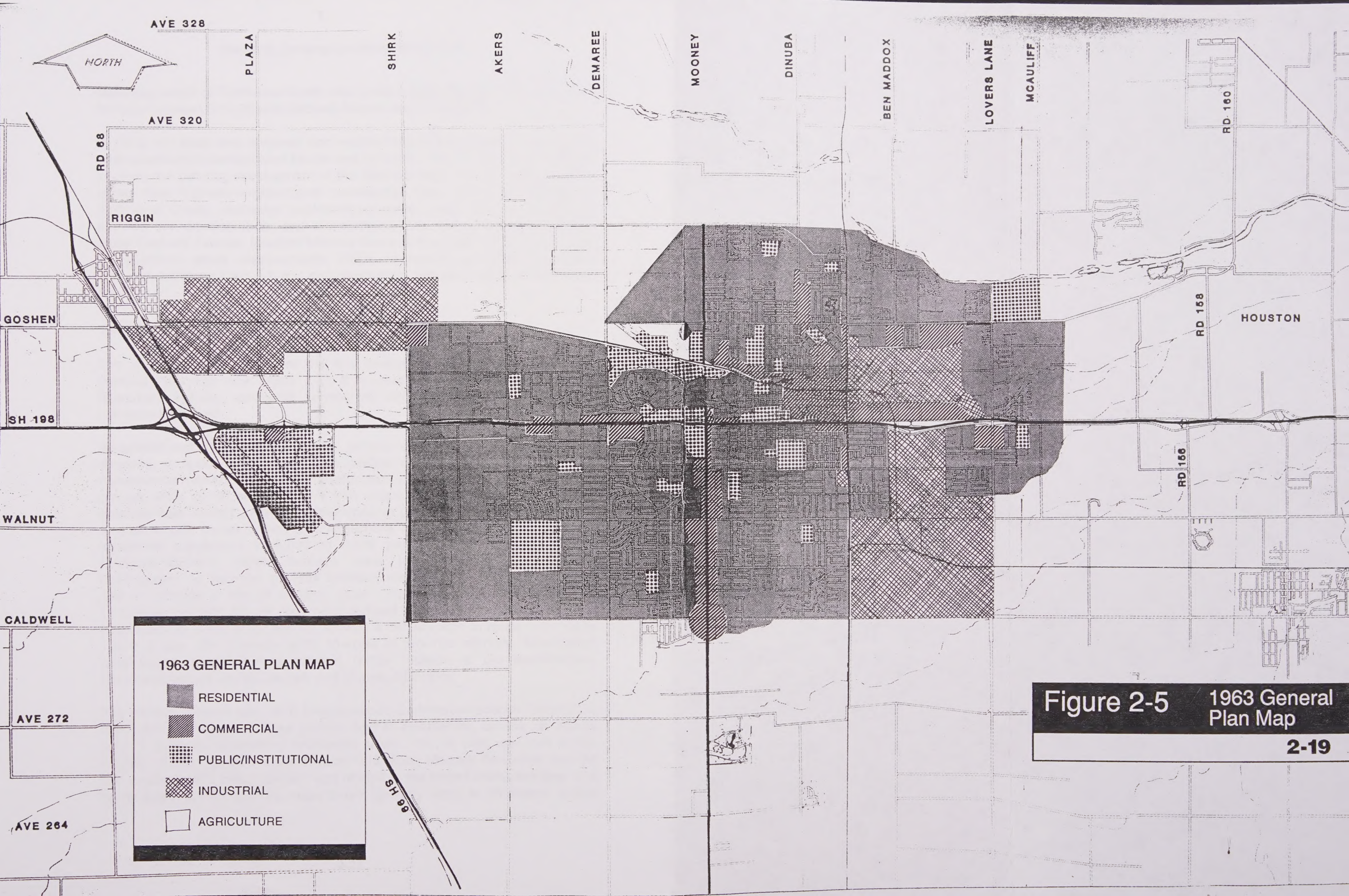
The leading component of Visalia's regional trade center status is the City's commercial and office sectors. Keys to maintain this regional leadership role will be to consistently apply policies with a clear implementation program, to ensure an adequate available commercial/office land supply, and to designate land for future development. Policies effecting commercial and office development in the community have consistently been in the forefront of planning issues over the last 30 years. The following policy history summary identifies some of the on-going issues associated with commercial and office development.

1963 General Plan

The 1963 General Plan map (Figure 2-5) illustrated seven commercial/office land use designations. The Plan's commercial/office strategy concentrated Business & Professional and Central uses in the City's Core Area north of SH 198. Neighborhood commercial uses were to be associated with Planned Unit Developments (PUD's). These neighborhood centers were to be located at arterial intersections on one-mile intervals. This concept was designed to discourage strip commercial development and ensure land use compatibility between residential and commercial uses. Community commercial uses were depicted in three areas: on either side of Mooney Boulevard from SH 198 to Caldwell Avenue, at the southeast corner of SH 198/Demaree, and the Court-Locust corridor from Murray to the Lincoln Oval area. Service commercial areas were to be spread-out along the west Goshen-Murray corridor and from Main Street to SH 198 between Santa Fe and Lover's Lane.

Mooney Boulevard Zone Study

In 1969, a study was prepared by Visalia, Tulare and Tulare County to address development issues along Mooney Boulevard. Several policies were framed relating to siting, development standards, residential buffering, and recommendations for phasing growth south of Packwood Creek. Commercial



1963 GENERAL PLAN MAP

- RESIDENTIAL
- COMMERCIAL
- PUBLIC/INSTITUTIONAL
- INDUSTRIAL
- AGRICULTURE

Figure 2-5 1963 General Plan Map

expansion south of Packwood Creek was to occur only after 75% of the Mooney frontage between SH 198 and Caldwell Avenue was developed.

In 1973, this study was reviewed and modified based on a need to re-evaluate area commercial development trends and activities. Specific trends and issues involved the pending development of the Sequoia Mall, reconsidering regional rather than highway-neighborhood commercial uses south of Caldwell to Packwood Creek, clustering neighborhood center uses together as part of planned unit developments, and discouraging strip commercial development along Caldwell Avenue. Modified Mooney Boulevard policies reflected the need for additional street improvements, PUDs to reduce potential commercial development along Caldwell, and non-commercial land uses south of Packwood Creek.

1976 Land Use & Circulation Element

This document and map were the first comprehensive update to the 1963 General Plan map (see Figure 2-6). It focused on five land use categories: agriculture, industry, residential, commercial, and circulation. Commercial land use issues involved:

Neighborhood Commercial: These centers were to provide convenience shopping in residential areas. These centers ranged from isolated, existing convenience markets to proposed development which were to consist of a major grocery store as an anchor tenant with supporting retail services. Proposed neighborhood centers were to be developed as part of PUD's. They were to be located at one corner of arterial intersections on one-mile intervals to serve residential populations of 6,000 to 8,000 people. Basic purposes of this PUD/neighborhood center concept were to restrict strip commercial development, to minimize conflicts between residential and commercial uses, and to promote a mix of housing types. The 1976 Land Use Element & Circulation Element did not map neighborhood centers. Amendments to 1976 Neighborhood Commercial policies allowed a center's size to range from 1/2 to 1-acre at one mile intervals up to 10-acres at two-mile intervals. Subsequent amendments specified neighborhood center location at Demaree/Goshen, Demaree/Caldwell, West/Caldwell, and Mooney/Midvalley.

The primary concern with 1976 Neighborhood Commercial policies focused on the limited success that these policies had in establishing centers on arterial corners to serve surrounding residential areas. This, in part, was due to the location of major grocery store development along Mooney Boulevard and SH 198. Another 1976 policy concern was related to the limited marketing draw of a center that relied on only one major tenant (grocery store) as an anchor. A final

concern involved the need to improve land use compatibility criteria between neighborhood commercial and adjacent residential developments.

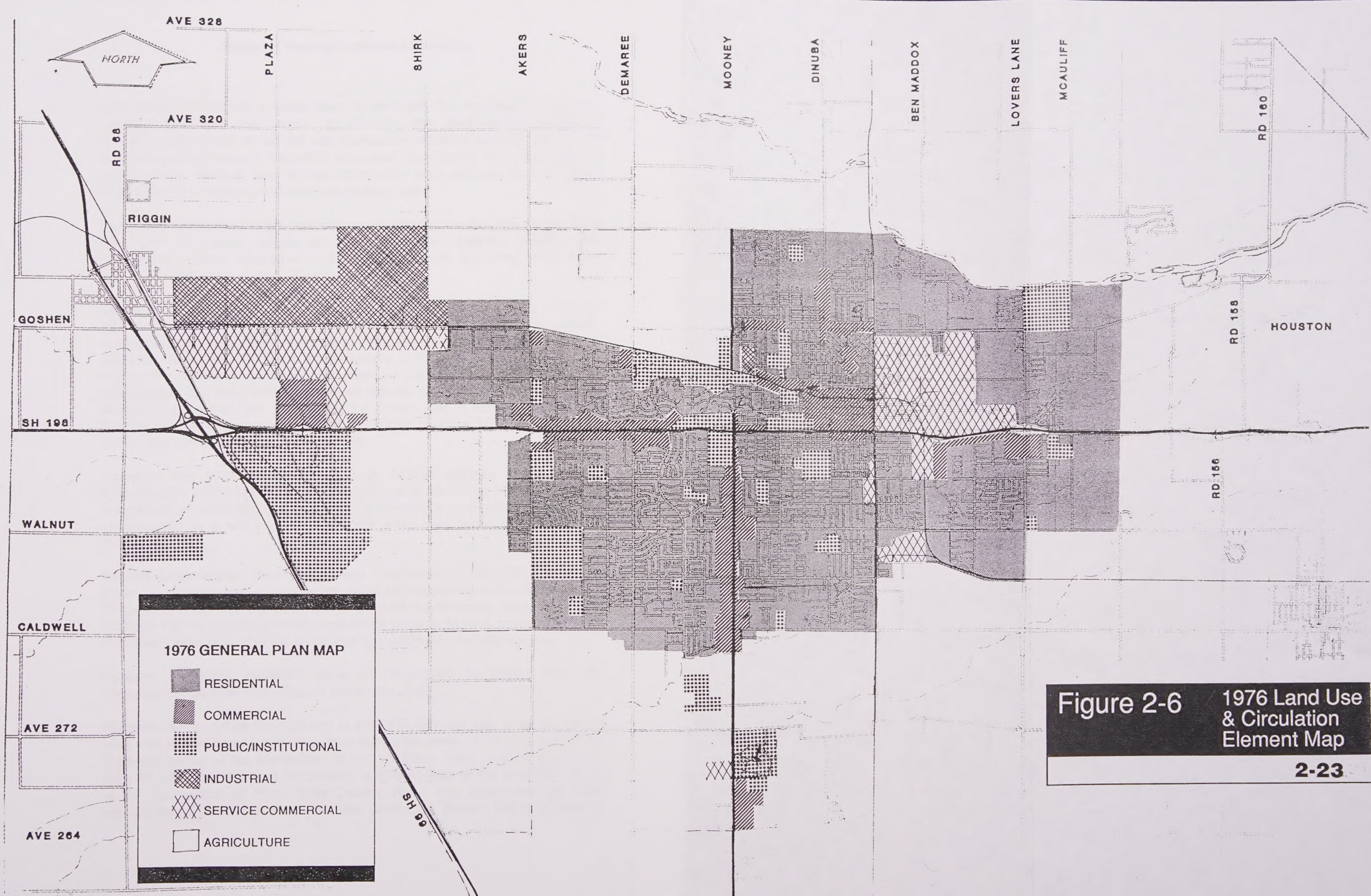
Regional Retail Commercial: These areas were designated to ensure Visalia's regional retail trade status was maintained. New Regional Retail Commercial development was to be confined along Mooney Boulevard from SH 198 to Packwood Creek. The 1976 Element projected a need for an additional 150 acres of regional commercial land for a 10-year period until 1986. Mooney Boulevard was estimated, in 1976, to have approximately 100 acres of available land for regional commercial development. The remaining needed acreage was to be designated in the Downtown, SH 198/Ben Maddox Way, Noble Avenue corridor between Ben Maddox Way and Lover's Lane, and SH 198/Lovers Lane. Subsequent regional retail commercial amendments were processed for several other areas which increased regional commercial land supply. A 1985 Regional Retail Commercial amendment gave priority to creating a redevelopment project area in east Visalia.

Significant concerns with regional commercial strategy and policies from 1963 and 1976 can be summarized by the following:

- limited supply of available land supply for immediate regional commercial development proposals
- determining future regional commercial needs, land supply requirements and location
- phasing development in new regional commercial areas which will not negatively impact existing regional commercial areas

Other concerns with previous regional commercial policies included the wide range of permitted and conditional uses provided by the City's Zoning Ordinance. Many non-regional uses (i.e., grocery stores, small retail, and service uses) reduced the efficiency of Mooney Boulevard's regional commercial potential. Further, little or no regional commercial development activity occurred outside of the Mooney Boulevard corridor for a number of factors. These factors included a land supply which was broken into numerous separate ownership's, poor visibility and access for marketing purposes, and site constraints involving small area and shallow depths.

Local Retail Commercial: These areas were located primarily north of the Central Business District. This designation, which permitted a mixture of neighborhood, regional, and service commercial uses, was designed to revitalize economically depressed and visually blighted areas by encouraging commercial activities near surrounding residential areas.



1976 GENERAL PLAN MAP

- RESIDENTIAL
- COMMERCIAL
- PUBLIC/INSTITUTIONAL
- INDUSTRIAL
- SERVICE COMMERCIAL
- AGRICULTURE

Figure 2-6 1976 Land Use & Circulation Element Map

Local Retail Commercial policies failed to stimulate the revitalization activities intended for north side areas. In addition, the development standards established for these areas did not adequately address compatibility issues between commercial and residential land uses. And finally, the wide range of neighborhood, regional, and service commercial uses afforded by the Zoning Ordinance did not foster good land use relationships.

Planned Commercial: These policies were directed to master planning the CBD area and addressing issues such as circulation, parking, design, and compatibility factors. Upgraded landscaping standards including street trees were to be applied for any new development.

Commercial Highway: These designated areas were limited to areas along SH 198 west of County Center Drive and at the SH 198/Plaza Drive intersection. Architectural review authority was delegated to the City Council for development proposals at the SH 198/Plaza Drive Highway Commercial area. Consideration of SH 198's scenic corridor was to be reviewed with each Highway Commercial development proposal. Additional policies directed the City to continue work on encouraging a motel near the Convention Center and to establish a Highway Commercial reserve area which could be opened-up once 70% of existing C-5 zoned land was committed to development.

Concerns with 1976 Highway Commercial policies included vague and yet restrictive SH 198/Plaza Drive development guidelines in an area with access and circulation and infrastructure extension constraints. This policy concern was compounded by a scenic corridor concept which was never fully explored or defined.

Service Commercial: These areas were designated by the 1976 Element to foster the development of uses which would be compatible with adjacent uses. Through the City Zoning Ordinance's planned development process, it was intended that service commercial areas would serve as buffers, particularly in the northeast, between residential areas and light and heavy industrial areas.

However, adequate standards were not developed to reduce land use compatibility concerns with adjacent residential areas.

Planned Office: Office development in the 1976 Element was to be located on sites with arterial access and away from residential areas. A 30-acre area at the northeast corner of the intersection of SH 198/Plaza Drive was designated for large-lot office development. In addition, a 65-acre area at the northeast corner of the intersection of Plaza Drive/Crowley Road was designated for office reserve once 70% of the office park was developed. Recent issues associated

with office development include designation of large sites for institutional users, preservation of the Downtown, and offices in the regional retail areas.

1983 Retail Commercial Review Task Force

This task force made a comprehensive review of the City's commercial development policies and recommended locations for additional commercial designations. The task force concluded that additional commercial land supply was needed to meet 10-year City needs. Based on this conclusion and several Task Force recommendations, the City Council designated an additional total of 60 acres of regional retail commercial land on the east side of Lovers Lane north of Walnut, south of Caldwell east of Divisadero, and North Dinuba Boulevard corridor from Ferguson to Riffin.

East Visalia Redevelopment District

In 1986, this plan expanded the City's supply of commercial land by increasing the CBD-zoned area and designating the Ben Maddox corridor from Main Street to Douglas for local retail commercial uses.

Alternative Regional Mall Sites Study

In 1987, this study analyzed ten regional shopping center sites and developed a strategy to meet the community's long-term need for regional retail space. Highlights of the study concluded that:

- Market demand to support an additional 700,000 to 800,000 square feet for a regional shopping center would occur by the early 1990's.
- Construction of a regional mall would have substantial negative impacts on existing retail areas like Mooney Boulevard.
- New regional retail expansion along Mooney Boulevard would delay the need for a new regional mall until the year 2000.
- Three site areas were deemed feasible for a regional mall: 1) southwest corner of SH 198/Akers Road; 2) Mooney Boulevard site involving the expansion of existing regional malls; and 3) south of Packwood Creek to Avenue 272.

Mooney Boulevard Redevelopment District

Adopted in 1987, this district was developed to reinforce regional commercial policies along Mooney Boulevard between SH 198 and Packwood Creek. District

implementation measures are intended to carry-out City policies which have existed for up to 20 years, but which due to economics and private sector constraints could not be implemented. The District policies address circulation concerns, development depth, conversion of under-utilized properties and buildings, and phasing-out non-regional uses. The District's plan has estimated net additional development capacity along Mooney Boulevard of approximately 1,000,000 square feet. This development potential is concentrated over six sites and involves expansion of both the Visalia Mall and the Sequoia Mall. This expansion would involve up to four additional department stores, and would bring the two existing malls to full regional status.

Commercial/Office Statistics

One of the most significant issues to be addressed in the Land Use Element update is the adequate provision for regional retail commercial and professional/administrative office sites and development strategies. Regional commercial, more than any other segment of Visalia's economy, is seen as the key to maintaining the City's regional trade center status. The following provides a statistical overview of Visalia's regional commercial and professional/administrative office land demand and inventories.

The City's 1988 supply of undeveloped and underdeveloped regional retail commercial land was 253.5 acres (Table 2-4). Of this total area, it was estimated that 161.5 acres were undeveloped. The remainder constitutes the equivalent vacant acreage of underutilized land in the downtown and on Mooney Boulevard. Much of this undeveloped land consisted of smaller parcels (10 acres or less in size) in numerous separate ownership's. This inventory does not include property along North Dinuba Boulevard as it is not considered to be truly regional commercial land. Additional area was available in the City's Mooney Boulevard Redevelopment District is outlined on Table 2-5.

The City's 30-year retail commercial land demand projection is 505 acres (Table 2-6). This estimate is based on the projected population and income growth in the City's regional retail trade area over the next 30 years. A comparison (Table 2-7) of the projected demand and the planned supply indicate a cumulative balance of supply and demand over the next thirty years.

The 1963 and 1976 professional office policies emphasized development primarily in the Core Area and the CBD. The 1990 update estimated the potential existed to add approximately 315,000 square feet of office space in the CBD area (Table 2-8). This could comprise approximately 15 percent of the total future demand over the next 30 years. Additional office space outside of the

Downtown area would therefore need to be provided to meet the community's needs. Table 2-9 details office supply and demand for 1990 to 2020.

TABLE 2-4 1988 Regional Commercial Land Inventory (Undeveloped Land and Redevelopment Equivalent Properties) (acres)

<u>Commercial Area</u>	<u>Undeveloped</u>	<u>Redevelopment Equivalent Area</u>	<u>Total</u>
Mooney	20.8	79.0	99.8
West 198	10.9		10.9
South Ben Maddox	40.4		40.4
North Dinuba	34.7		34.7
South Lovers Lane	24.7		24.7
Downtown		13.0	13.0
East Caldwell	30.0		30.0
Total	161.5	92.0	253.5

Source: City of Visalia Community Development Department, 1989

TABLE 2-5 Regional Commercial Development Potential on Mooney Blvd. (square feet)

<u>Site</u>	<u>Potential</u>	<u>Existing</u>	<u>Net</u>
Young's Market	130,500	55,200	75,300
Visalia Mall	533,000	420,500	112,500
Mooney/Whitendale (SE)	165,000	80,700	84,300
Sunnyside/Dorothea	118,200	13,200	105,000
Mooney/Whitendale (SW)	455,800	160,800	295,000
Mooney/Caldwell	390,400	87,100	303,300
Total	1,792,900	817,500	975,400
		Equivalent Acres	79.0
		Undeveloped	20.8
		Total	99.8

Source: City of Visalia Community Development Department, 1989

Commercial and Office Conclusions

Highlights of the principal commercial and office objectives and supporting policies contained in Goal 3 are:

- Designating and phasing sufficient commercial and office land for Visalia's needs.
- Ensuring the continued viability of Visalia's existing commercial and office areas.
- Promoting comprehensively planned, concentrated commercial and office areas to meet the needs of Visalia's residents and its market area.
- Creating a commercial and office land use classification system (including location and development criteria) which are responsive to the needs of shoppers, maximizes access and minimizes trips.

Three central concepts to the 1990 Land Use Element's 30-year commercial/office strategy, outlined in Goal 3, are:

Regional Center: This land use designation along with its land inventory and development strategy relies on and reinforces Mooney Boulevard's regional center role for Visalia's trade area. Regional commercial development on Mooney Boulevard would be extended south of Packwood Creek to Midvalley Avenue. Regional commercial development would also be extended along the south side of Caldwell Avenue to generally the Giddings Street alignment. This regional commercial development would be master planned and phased over the 30-year planning period to 2020.

TABLE 2-6 Projected Retail Commercial Demand 1990 to 2020

<u>Planning Period</u>	<u>Supportable Sq. Ft.†</u>	<u>Equivalent Acres</u>
1990-2000	1,122,000	125
2000-2010	1,630,500	155
2010-2020	2,416,500	225
TOTAL	5,169,000	505
Source: City of Visalia Community Development Department, 1989		
† Includes 20% vacancy factor		

TABLE 2-7 Retail Commercial Supply and Demand (1990-2020) (acres)

<u>Location</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>Total</u>
Mooney Blvd.				
Redevelopment	100			100
South of Packwood Creek		80	124	204
Community Centers				
Northwest	30			30
Southeast		30		30
Northeast			30	30
Southwest	32			32
East Visalia				
Ben Maddox North	34			34
Ben Maddox South	34			34
East 198	20	30	30	80
East Caldwell	22	20		42
North Dinuba	35			35
Downtown	11	11	11	33
Total	318	171	195	684
Estimated Demand	125	155	225	505

Source: City of Visalia Community Development Department, 1989

TABLE 2-8 Additional Downtown Development Potential (Existing Commercial Designated Properties) (square feet)

<u>Area/Type of Development</u>	<u>Office</u>	<u>Retail</u>	<u>Restaurant</u>	<u>Total</u>
Main Street (2nd Floor)	100,000			100,000
CBD East Plan Area	61,200	76,500	19,500	157,200
Residential Conversion	88,500			88,500
Other (C-2.5, PA)	65,600	65,600		131,200
Total	315,300	142,100	19,500	476,900

Source: City of Visalia Community Development Department, 1989

TABLE 2-9 Office Supply and Demand (1990-2020)
(acres)

<u>Location</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>Total</u>
Mooney Blvd.				
Redevelopment	10	10	10	30
South of Packwood Creek				0
Community Centers				
Northwest	10			10
Southeast		10		10
Northeast			10	10
Southwest	7	35		42
East Visalia				
Ben Maddox North	10			10
Ben Maddox South				0
East 198				0
East Caldwell	7			7
West 198		52		52
Downtown	10	10	10	30
Total	54	117	30	201
Estimated Demand	50	60	70	180

Source: City of Visalia Community Development Department

A key to this regional center strategy is maximizing Mooney Boulevard's additional development capacity between SH 198 and Packwood Creek. New areas would be opened up for regional commercial development when:

- Mooney Boulevard Redevelopment Project area reaches 80% of total gross leasable area development capacity (an additional 500,000 sq. ft.) or after the year 2000.
- The proposed uses and tenants would substantially further the community's goal of providing high-level regional goods and services.
- There is sufficient public facilities (roadway, sewer capacity, etc.) to accommodate proposed development.
- A South Caldwell Specific Plan(1/2-mile south of Caldwell between Akers to Santa Fe) has been prepared and adopted.
- A market study is prepared which demonstrates a need for such facilities.

Another facet of this regional commercial strategy acknowledges the need to periodically (minimum five-year intervals) assess the need to evaluate the feasibility for a regional retail mall. The designation of a mall in 1990 was considered to be premature with a number of adverse impacts on existing designated regional commercial land. A policy was established which established criteria for city decision-makers to evaluate a future land use designation based on accessibility factors and the development status of regional commercial property in the community.

Community Center: A new concept to this Land Use Element update is that of a Community Center. Acknowledging that additional commercial and office development opportunities would need to be designated, the Community Center would provide an area where a wide range of neighborhood and community-level shopping opportunities can be provided in conjunction with planned office facilities, multi-family developments and quasi-public land uses such as churches and senior housing facilities. The objectives of utilizing the Community Centers are:

- To provide shopping and employment opportunities which would minimize vehicle trip length;
- To cluster commercial and office facilities in a "node" to eliminate the potential strip commercial development; and
- To provide locational opportunities for non-regional uses in order to maximize the development potential of designated regional retail properties.

Business Research Parks (BRP): The 1990 Land Use Element Map identifies five areas for large-scale professional/administrative office development. These campus-type or well landscaped areas are to be master planned prior to development to establish site design measures (i.e., lot sizes, access/circulation, landscaping, signage, infrastructure, etc.) and phasing. The five BRP locations are:

- Plaza Drive north of SH 198 in conjunction with limited, high quality highway commercial uses (Reserve).
- West side of Ben Maddox between Center Street, Burke and Douglas in conjunction with a mixed use Specific Plan for the Ben Maddox corridor. Such specific plan shall include the area bounded by Center Street, Houston Avenue, Cain Street and Burke Street.
- Northeast and northwest corners of Ben Maddox and Tulare.
- State Highway 198 and east Parkway (McAuliff) intersection (Reserve).

- East side of Shirk Road between Riggins Avenue and Goshen Avenue.

(Revised 5/3/93 - Resolution No. 93-44E, 11/21/94 - Resolution No. 94-173)

Industrial Development

Policy Overview

The 1963 General Plan targeted industrial development to the area east of Santa Fe from Houston Avenue to K Road. These areas, particularly in the northeast and southeast, were the result of proximity to the City's original town-site and pre-1960 development policies.

The 1976 Land Use & Circulation Element discouraged new industrial growth in the City's northeast and southeast because of land use compatibility concerns. These industrial policies also prohibited industrial development along SH 198 and Mooney Boulevard. Existing industrial development was permitted, according to these policies, to expand operations through a conditional use permit review. New industrial development was to be directed to the northwest in planned industrial parks. Industrial Reserve land was set aside for future northwest industrial development.

Concerns with the 1976 industrial policies involved issues related to southeast industrial expansion, northeast industrial compatibility, and protection of new industrial areas. While recognizing future compatibility problems with expanding southeast industrial operations and the need to protect the financial interests of existing industry, the 1976 Element policies did not promote adequate environmental or compatibility reviews for expansion proposals. In the northeast area, neither the planned development process nor design standards were developed to revitalize existing industrial operations and make them more compatible with surrounding land uses.

In the northwest, newly established industrial areas were not protected from incompatible land uses. Rural and low density residential developments were permitted east of Akers Road, on both sides of Goshen Avenue which posed land use conflicts for industrial operations to the north and west. An additional concern involved combining the C-4/M-1 zone and land use classification that had been developed as part of the 1976 Element. Problems with this zone included inconsistent mix of uses and compatibility conflicts.

In 1981, the City Council adopted a series of industrial development policies (Resolution 81-145). These policies related to industrial land supply, waste water

treatment plant capacity, encouraging agriculture-related businesses, and setting limits on the number of employees that a new industry could bring to the City.

Since 1976, Visalia has strengthened its public and private sector industrial development network. Several development programs like 'Discover Visalia Day' and the annual 'Industrial Retention Survey' which are designed to encourage new industry and to retain existing operations.

Industrial Statistics Overview

In 1988, the City had 921 acres of land designated for industrial uses. Approximately 2,700 acres of land have been designated, to meet industrial needs through the year 2020.

Industrial Conclusions

Industrial policies contained in Goal 3 direct City actions to maintain Visalia's role as a regional manufacturing center as well as encourage industrial land use compatibility and environmental standards.

RESIDENTIAL

Policy Overview

1963 General Plan

The 1963 General Plan (Figure 2-5) illustrated the location and distribution of four residential land use designations. Low Density Residential was to be clustered around neighborhood commercial shopping centers. Medium and Medium-High Density Residential designations were to be massed in large blocks or in long, narrow strips primarily in and around the Core Area. Residential Reserve was to surround the community's urban form along Shirk Road on the west and Riggin Road and the St. Johns River on the north.

1976 Land Use & Circulation Element

The 1976 Land Use & Circulation Element addressed several residential policy areas. Four significant issue areas are summarized below:

Multiple Family: Policies were developed to address concerns with negative impacts on the circulation system and to adjacent single-family neighborhoods. These policies stated that multi-family development could not exceed 20% of the

total number of dwelling units in a neighborhood area. In addition, multi-family development was to be located near high intensity land uses like commercial and quasi-public uses; but, they were not to be concentrated along only arterials. Developments were not to create adverse impacts on neighborhood schools or recreation facilities. A 1978 amendment to multi-family policies eliminated the 20% limit in favor of a 'community need' guideline with review criteria based on location, design factors, housing stock analysis and cumulative impacts assessment. Concerns with these 1978 multi-family residential policies involved clarifying community need, determining location criteria, avoiding large concentrations of multi-family developments in any one area, processing large-scale proposals, and updating general design guidelines.

Planned Unit Developments (PUD's): As an alternative to conventional subdivisions, the 1976 Land Use & Circulation Element promoted use of a PUD concept. This concept was to foster a mix of housing types and to minimize conflicts with adjacent land uses. Provisions in the Zoning Ordinance allowed trade-offs to deviate from normal requirements such as setbacks and building heights in return for greater open space and recreation uses.

PUD's were encouraged with specific site area, open space and density criteria as well as enhancement of on-site natural features. The 1978 and 1981 amendments to the PUD policy deleted specific open space area requirements and reduced the minimum site area.

Primary concerns with amended 1976 PUD policies were on the limited success in actually implementing the PUD concept in Visalia. The 1976 PUD policies lack comprehensive site design guidelines, attractive development incentives, and a clear method to process development proposals.

Rural Residential: The 1976 Land Use & Circulation Element cited the need for transition or buffer areas in areas between urban and agricultural areas. Rural residential lots were to serve as these transition elements and to preserve rural community characteristics.

Concerns with these rural residential policies were that they did not adequately address either the scope of rural residential uses or the proposed transition/buffer function between urban and agricultural land uses. Intended for those interested in small-scale farming (fruit, nut, etc.), the 1976 rural residential designation and zoning evolved into rural estate development which did not fulfill either small-scale farm role or the buffering role.

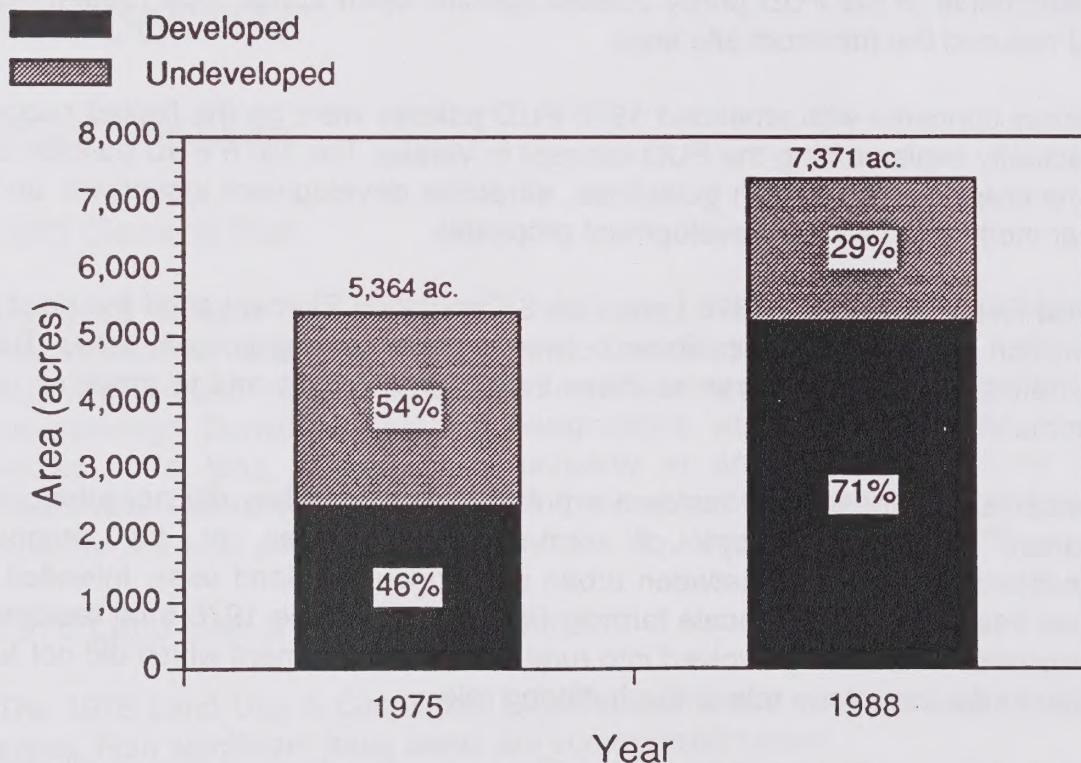
Mobile Homes: The 1976 Land Use Element policy directed that mobile home developments were to be directed to multi-family areas. Review criteria included arterial/collector locations, minimum and maximum site areas, and neighborhood limits. The 1980 amendments eliminated neighborhood limits.

Mobile home development since 1976 has been largely confined to expansions of existing facilities. Concerns with 1976 policies involve updating site design criteria.

Residential Statistical Overview

In 1975, the Urban Boundaries Element map designated 5,364 acres of land for residential land uses (Figure 2-7). Note, the 1976 Element cited only two residential land use designations, Rural Residential and Residential. These designations were not based on density ranges. In 1988, the amended Land Use & Circulation Element's map designated 7,371 acres of residential land. The percentage of undeveloped residentially-designated land decreased from 54% in 1976 to 29% in 1988.

Figure 2-7 Residential Land Comparison for 1975 and 1988



Sources: 1975 Urban Boundaries Element
City of Visalia Community Development Department, 1989

Figure 2-8 Residentially Zoned Land for 1980 and 1988

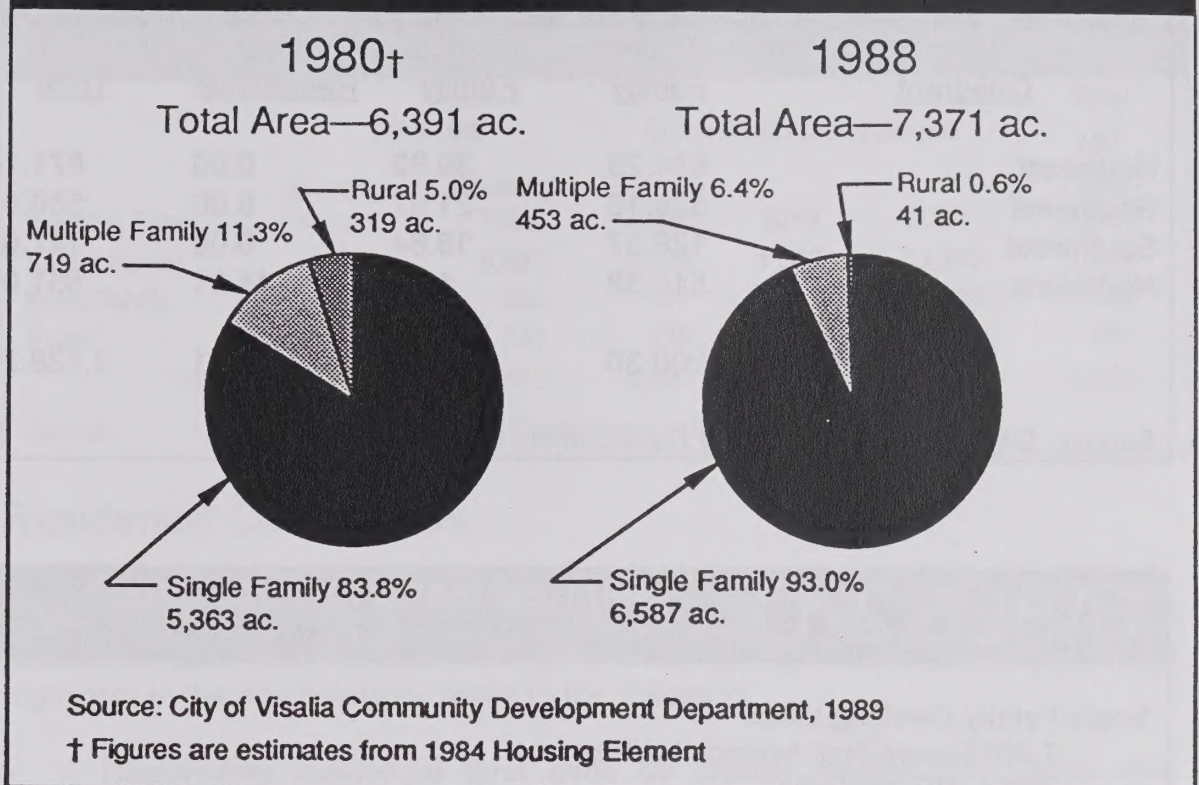


Figure 2-8 compares the amount of land zoned for single-family and multi-family uses in 1980 and 1988. Over this eight-year period, the amount of single-family zoned land increased from 84% to 93%, while the amount of multi-family zoned land decreased from 11% to 6%.

The amount of undeveloped residential land by housing type and general City quadrant is outlined on Table 2-10. The northeast quadrant contained the greatest amount of land available for both single-family and multi-family development.

Table 2-11 lists the assumptions used in estimating future residential needs. Since 1975, Visalia has used a vacancy or "flexibility factor" of 30% to help determine future urban land demand. Land supply needs are therefore calculated at 130 percent of actual or projected developed property. This 'flex' factor accounts for variables such as property owner preferences for non-urban uses, legal complications making land unavailable for immediate development, ensuring price competition, and a contingency for higher than projected growth rates.

TABLE 2-10 Undeveloped Residential Land
(1988 UIB) (acres)

<u>Quadrant</u>	<u>Single Family</u>	<u>Multiple Family</u>	<u>Rural Residential</u>	<u>Total</u>
Northeast	831.25	39.89	0.00	871.14
Southeast	528.10	21.97	0.00	550.07
Southwest	128.37	18.64	0.00	147.01
Northwest	518.58	1.48	41.01	561.07
Total	2,006.30	81.98	41.01	2,129.29

Source: City of Visalia Community Development Department, 1989

TABLE 2-11 1990 Residential Assumptions

Single Family Dwelling Units

7,500 Square Foot Average Lot Size

75% Net/Gross Ratio

Between 75% and 80% of Housing Stock

Multi-Family Dwelling Units

2,000 Square Foot Average Lot Size per Dwelling Unit

85% Net/Gross Ratio

Between 20% and 25% of Housing Stock

Need Calculations

Total Residential Acreage "Need"

30% Vacancy Factor Added to Total Need

5% Unit Vacancy Factor

Table 2-12 outlines the Land Use Element's residential designations by area and unit range to the year 2020. It indicates that population increases will necessitate the additional designation of approximately 7,200 acres for single-family development, 1,100 acres for multi-family development and 400 acres for rural residential development. In total, an additional 2,400 acres of residential land is designated to meet year 2000 needs.

TABLE 2-12 Residential Need Projection by Urban Development Boundary Areas (acres)

Housing Type	1988 UIB		Cumulative Acres Needed			Total Net (1990-2020)
	Existing Vacant	Existing Total	2000	2010	2020	
Single Family	1,762	6,587	8,700	11,071	13,742	7,155
Multi-Family	82	453	757	1,114	1,586	1,133
Rural	41	331	435	569	728	397
Total	1,885	7,371	9,892	12,754	16,056	8,685

Source: City of Visalia Community Development Department, 1989

Residential Conclusions

Residential policies under Goal 4 are grouped into two objective areas: 1) residential land development and land use; and 2) housing needs. Policy highlights in the first category relate to the following:

- Designating residential land uses by density ranges (i.e., rural, low, medium, and high).
- Encouraging comprehensively planned neighborhoods integrating single- and multi-family housing with schools and parks.
- Identifying locational, site area, and unit ranges for multi-family development including general building and site design criteria.
- Updating buffer and transition measures between residential and non-residential land uses.

Residential policies related to housing needs include:

- Continuing to discourage concentrations of low- and moderate-income housing in any one portion of the community.

PUBLIC FACILITIES

This section addresses general issues related to public facilities and services including waste water treatment, sanitary sewer collection, storm drainage collection, and circulation.

General Public Facilities

Visalia has traditionally provided a high level of public facilities and services. The City has laid the foundation for future facilities and services through the Waste Water Treatment Plant Master Plan (1987), Storm Drainage Master Plan (1988), and Circulation Element update (1989).

Waste Water Treatment Plant

The City operates a 12.5 million gallons per day (MGD) waste water treatment plant. The 320-acre site is located east of Road 68 south of Avenue 288. The plant collects and treats waste water prior to disposal into Mill Creek or on-site percolation ponds. Since its construction in 1966, nine additions have been completed. The plant currently operates at an average daily flow of 8.86 MGD. A 4.1 MGD expansion, increasing plant capacity to 16.6 MGD, is planned for 1992. Subsequent expansions are outlined in the Waste Water Treatment Plant Master Plan to accommodate a population of 200,000.

Sanitary Sewer Collection

The City's sanitary sewer system consists of over 200 miles of collection lines and over 15 sanitary waste water pumping stations. This system serves virtually all developed areas within the City limits. There is sufficient capacity in the existing system, with minor extension of mains, to accommodate growth to 1995. See the Action Plan outlined in Chapter 4.

The City is currently preparing a sanitary sewer master plan. Chapter 4 outlines an interim three-year plan to serve both initial growth fostered by the Land Use Element as well as longer-term trunk line extensions.

Water

Visalia's public water supply relies on ground water pumped and distributed from over 50 wells by private water companies. The California Water Service Company is the major water supplier in the planning area. Average demand for this system (in 1989) was 17.4 MGD with a peak demand of 32 MGD. This public water supply meets all state and federal standards.

The City also operates a water system, pumping from five wells to serve the Visalia Industrial Park, Goshen Avenue area, west of Road 84, and the Visalia Municipal Airport. This system has a pumping capacity of 11.5 MGD with an average demand of .57 MGD.

Storm Drainage Collection

The City adopted a Storm Drainage Master Plan in 1989 which identified required facilities to accommodate 'build-out' inside the 1976 Urban Improvement Boundary. The Plan focuses on use of a detention-type disposal method which relies heavily on creeks and ditches which traverse the City's planning area. These waterways include the St. Johns River; Mill and Packwood creeks; and Modoc and Evans ditches. A detention basin reduces peak storm water runoff by storing water temporarily and allowing smaller amounts of water to be discharged to a creek or ditch channel. After a storm, this discharge will continue until the basin is empty.

The Master Plan assumes use of all capacity in creeks and ditches; therefore, proposed detention facilities may need to be increased to accommodate proposed growth. The Storm Drainage Master Plan will require substantial revisions to account for changes reflected in the updated Land Use Element.

Streets and Roads

The General Plan's Circulation Element (updated 1989) identified major roadways (i.e., freeways, arterials, and collectors) to accommodate traffic and circulation needs through the year 2010. Because the Circulation Element was revised prior to the updated Land Use Element, it legally had to be responsive to the 1976-1996 Land Use & Circulation Element's assumptions and policies; and yet, it also had to be responsive to issues beyond 1996. Accordingly, the element is based on a hybrid land use plan which will require modifications based on the updated Land Use Element. The Circulation Element was developed on the following land use scenario:

- 1976-1996 Urban Improvement Boundary land uses; and
- Year 2010 land use concept based on State Department of Finance estimates of Tulare County growth.

An additional issue that has been addressed in the Land Use Element update is efficient north-south and east-west circulation. The City is currently served by a system of arterials on one-mile intervals (some of which have limited north-south connections), State Highway 198 and State Highway 63 (Locust/Court and Mooney Boulevard) for cross-town traffic. A need has been projected for additional cross-town circulation facilities to augment the planned expansion of the arterial network.

This "Parkway" system has been designated on the arterial alignments of Shirk Road, Riggins Road and McAuliffe Road. The southern leg of the Parkway would be located 1/2-mile south of Caldwell Avenue. It includes curvilinear transitions from its east-west components to its north-south components. Desired features would include limited access and traffic signal coordination; connection to SH 99 and SH 198 to encourage its use for "through town" traffic; connection to the industrial park to facilitate commuter traffic; and connection to planned Community Centers and future regional retail areas.

Private Utilities

Southern California Edison

The City is serviced by Southern California Edison Company for electrical service. High voltage transmission components of this system exist on the City's urban fringe which affect planning and land use compatibility concerns.

Irrigation District and Ditch Companies

The City is traversed by several ditches and natural waterways which serve as irrigation water conveyance facilities for private companies and as storm drainage conveyance facilities for the City of Visalia and the Kaweah Delta Water Conservation District. The Conservation, Open Space, Recreation & Parks Element established a selected waterway system which requires special site design measures. These community waterways consist of St. Johns River, Mill Creek, Packwood Creek, Cameron Creek and Modoc, Evans and Persian Ditches. These facilities illustrated as Figure 2-2.

Local Government Services

The City of Visalia provides a variety of public services including police and fire protection, solid waste and recycling collection, recreational and cultural resources. A description of these and other City services is contained in the Land Use Element's Environmental Impact Report.

Parks

The City is the largest provider of park facilities and recreation services in the planning area. Policies in the Conservation, Open Space, Recreation & Park Element emphasize the acquisition and development of neighborhood parks as new residential development occurs. The 'service area' for a neighborhood park

ranges from 1/4 to 1/2 mile radius. The City's park acquisition and development fee provides the funding and the Capital Improvement Program sets priorities for neighborhood parks in the City's four quadrants.

A key to the Land Use Element's residential land use and development strategy is the use of parks and public schools as centers and landmarks for new residential areas, a concept that evolved from discussions with the 2020 Steering Committee. The Land Use Element map illustrates the location of several five-acre neighborhood parks which would meet neighborhood objectives. These park sites are generally adjacent to elementary school sites and storm drainage detention facilities with frontage along a collector street.

Public Schools

As indicated by Visalia Community Values (Table 2-1), the public school system as well as the cooperative relationship between the City and the Visalia Unified School District (VUSD) are two highly regarded community assets. Guidelines for school location and site design were developed with VUSD staff to assist in preparing the Land Use Element Map and to initiate a process to facilitate school siting and expansions.

Determining guidelines and mapping locations for future public schools are important for two reasons. First, public schools must be considered as an integral part of the planning area's public facilities and services system or infrastructure. Efficient school facilities planning, land acquisition, and development is a necessary City growth component which must be addressed. A second reason for developing locational guidelines and mapping school site locations is the importance that schools have in building comprehensively planned neighborhoods. (See Parks discussion.) Combined with neighborhood parks and storm drainage facilities, schools, particularly elementary schools, become neighborhood for education centers as well as open space, and neighborhood amenities.

The funding of school facilities to meet the needs of new growth is a critical issue in California. In 1986, the State legislature created Government Code Sections 53080 et. seq. which authorized school districts to levy a fee, charge, or dedication against a development project to offset the costs of providing classroom facilities in a community. A tandem piece of legislation, Government Code Sections 65995 et. seq. capped these fees at \$1.50 per square foot for residential construction with provisions to allow for biennial review and adjustments. (Currently this fee is set at \$1.58 per square foot for residential construction and \$.26 per square foot for commercial and industrial construction.) The legislature also indicated that the imposition of these school

impact fees were an exclusive method of mitigating environmental impacts relative to the adequacy of school facilities.

Subsequent to the adoption of the school impact fee legislation, the courts heard three cases that dealt with the issue of providing adequate school facilities to accommodate growth. The *Mira (Mira Development Corporation v. City of San Diego)* (1988) 205 Cal.App.3d 1201), *Hart (William S. Hart High School District v. Regional Planning Commission of the County of Los Angeles)* (1991) 227 Cal.App.3d 1326) and *Murrietta (Murrietta Valley Unified School District v. County of Riverside)* (1991) 228 Cal.App.3d 1212) courts determined that Government Code Sections 53080 et. seq. and Government Code Sections 65995 et. seq. do not apply to legislative acts (i.e. general plan amendments, zone changes, etc.). The courts further concluded that for legislative acts, mitigation measures beyond those identified in Government Code Section 65996, to include reducing the density, phasing of the project to match the ability of the affected district to provide classroom facilities, or project denial could be imposed on a development project.

In order to meet the needs of the school district to provide classroom facilities, staff worked closely with VUSD staff to prepare a policy that would adequately deal with the impacts on the district's ability to provide classroom facilities to meet the needs of the growth that would be allowed by the adoption of this plan. Such mitigation measures include:

- Acquisition of school sites through a school site reservation process;
- Development and funding under the State's bond funding and State allocation process;
- Development and funding through available VUSD capital reserves earmarked for such purposes. The City and Redevelopment Agency will continue to cooperate in identifying opportunities for public financing to establish such reserve funds;
- Development and funding through Mello-Roos Community Facilities District or similar financing;
- Development and funding through private financing; or,
- Project denial.

Health Facilities

Visalia, with two general hospitals, is the health care and medical center for Tulare County. The largest medical care center is Kaweah Delta District Hospital, a 248-bed facility. This public, not-for-profit district hospital is a Level II trauma center that receives referrals from 12 hospitals in the Tulare-Kings County area.

Visalia Community Hospital is a 52-bed facility which specializes in intensive/coronary care. The community is also served by several private medical groups which provide a wide range of medical services.

URBAN GROWTH

Policy Overview

Prior to 1950, Visalia's urban form was a compact area of approximately 2,000 acres (see Figure 2-9). This area was generally bounded by Houston and Tulare Avenues from Mooney Boulevard to Ben Maddox Way. In the 1950's, the City experienced its first significant western expansion, particularly to the southwest.

By the late 1950's and through the early 1970's, the City had adopted an aggressive annexation program to prevent further urban development in unincorporated areas around Visalia. This City annexation policy was undertaken to ensure that future development would be to City standards and to avoid costly infrastructure conversions. During these years, large land areas were annexed into the City including eastern areas from Ben Maddox to Lover's Lane between Houston and Tulare Avenues, the northwest industrial area, and the Visalia Municipal Airport/Plaza Park area.

The City relaxed this annexation posture by the early 1970's as a result of state-mandated laws related to agricultural land preservation and urban growth. Subsequent land use management tools (spheres of influence, agricultural zoning, urban boundaries, etc.) developed by Tulare County and the City eliminated the need for pursuing large and dispersed areas for annexations. Ensuing annexation policy focused on evaluation of contiguous land as well as County 'islands', and only if immediate development was reasonably certain.

In the mid-1970's, the City and Tulare County developed urban boundaries and policies for the Visalia area. In 1975, the City adopted the Urban Boundaries Element to its General Plan. The purpose of this element was to provide a plan for future annexations and development activities within specifically delineated land areas and time frames. The element outlined policies and map areas (e.g., Urban Area Boundary, 10-year Annexation & Development Boundary, and Urban Improvement Boundary) to identify the interface between future urban areas and agricultural resource lands. This element's population estimates were used as the basis for the 1976 Land Use & Circulation Element.

A key Visalia goal since the mid-1970's, has been to achieve concentric urban growth around the City's Downtown area. Genuine concentric growth has not occurred around the City's Core Area because of natural and man-made

elements like the St. Johns River in the northeast, the Green Acres Airport to the northwest, and available infrastructure. This philosophy supported growth approaches which stressed contiguous, directed, and balanced growth. Major roadways and waterways have been used as boundaries between urban and agricultural land.

1976 Land Use & Circulation Element

The 1976 Land Use & Circulation Element reinforced this managed growth philosophy. Growth-related issues outlined by the 1976 element emphasized:

Agriculture: Encouraged urban development adjacent to agricultural lands which met growth management policies and established a City agricultural preserve program.

Industry: Discouraged new industrial growth in southeast, prohibited new industrial development along Mooney Boulevard and SH 198 (east and west), and encouraged new planned industrial parks in the northwest

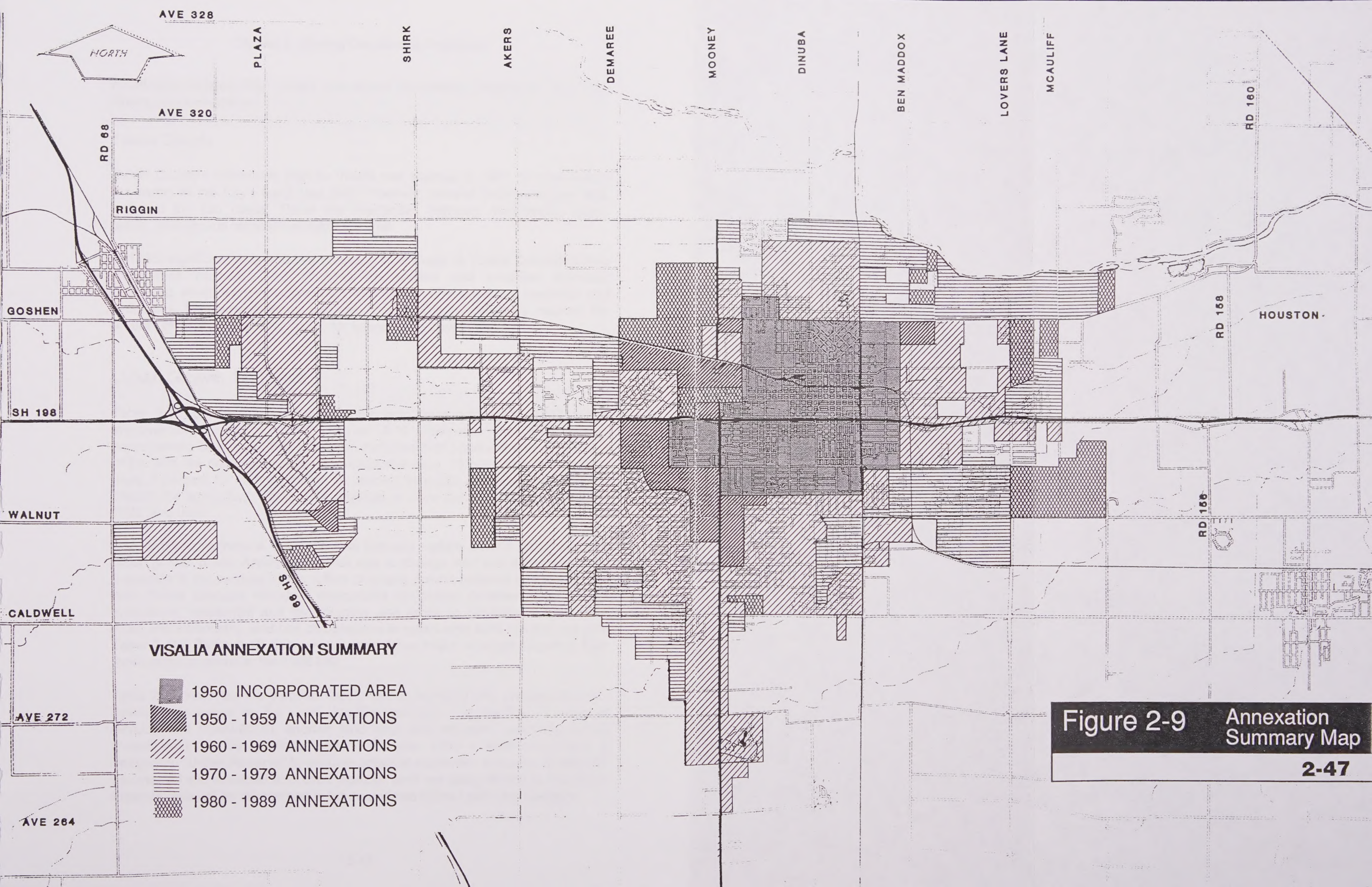
Residential: Created a Rural Residential zone to act as a buffer in areas between urban and agricultural areas

Commercial: Retained the neighborhood commercial siting criteria of one center on one corner of an arterial intersection at one-mile intervals; restricted regional retail development along Mooney Boulevard to between SH 198 and Packwood Creek; and , identified areas for new regional retail and office development

Circulation: Designated SH 198 and its frontage roads (Mineral King and Noble) as the axis for development in Visalia and identified a circulation grid system based on arterials at one-mile intervals.

In 1979, the City adopted the Northeast Specific Plan to coordinate public and private development activities in a 1,700-acre area in the City's northeast. An action plan or implementing tool of the 1976 Land Use & Circulation Element, the Plan targeted development to the north and east of the City's downtown area to balance the community's growth pattern. The Plan includes a number of County islands and was, at the time, largely undeveloped.

In 1988, the West Visalia Specific Plan, was adopted. Initially conceived as a 'scenic corridor' plan, the project culminated as a land use plan for approximately 3,800 acres. The Plan area's predominant land use is agriculture, much of which is under Tulare County's jurisdiction. Key growth and land use



VISALIA ANNEXATION SUMMARY

- 1950 INCORPORATED AREA
- 1950 - 1959 ANNEXATIONS
- 1960 - 1969 ANNEXATIONS
- 1970 - 1979 ANNEXATIONS
- 1980 - 1989 ANNEXATIONS

Figure 2-9 Annexation
Summary Map

coordination-related Plan issues are airport protection, annexation, and City-County implementation.

Tulare County

Tulare County's community plan for Visalia was adopted in 1977. It is essentially the same as the City's Land Use Map. However, several inconsistencies exist between the two maps. These are residential, highway commercial, quasi-public, and service commercial/light industrial.

In 1983, significant map and text changes were made to Tulare County's Urban Boundaries Element. Text changes re-classified and modified boundary definitions which were not consistent with similar City boundary purposes and definitions. Map amendments, supported by the City, significantly reduced the amount of land area around Visalia for future urban development.

Urban Growth Statistics

Table 2-13 provides a summary of the land uses within the 1988 Urban Improvement Boundary (UIB). Figure 2-10 illustrates the 1988 Urban Improvement Boundary. This tabulation indicates that approximately 52 percent of the land use designations were for residential uses, 19 percent for commercial uses, 7 percent for manufacturing, 15 percent for public and quasi-public and 8 percent for agriculture. Table 2-14 provides a more detailed breakdown of the 1988 land uses.

One of the objectives of the Land Use Element update was to designate new urban growth areas. Another objective was to change land use designations for properties in the existing UIB to reflect changing growth patterns and actual land use. These changes included: designating residential densities; "up zoning" agricultural, residential and low intensity use areas to commercial and office uses; and introducing land use designations to reflect new land use policies (see Table 2-15). Table 2-16 compares some of the major changes resulting from these redesignations in the 1988 UIB.

Table 2-17 indicates the planned supply (gross acreage) and phasing of urban development based on the Land Use Element map. For the first 20 years of development (1990-2010), specific land uses are indicated according to the revised land use designations; beyond the year 2010 a large component is designated "Urban Reserve" to indicate potential expansion areas for residential, commercial and industrial land uses. Specific land use designations in this Urban Reserve area will be determined in future updates to the Land Use Element.

TABLE 2-13 1988 Urban Improvement Boundary
Land Use Designations

Category	Acres	Percent
Residential	7,423	53%
Commercial	2,653	19%
Industrial	1,241	9%
Public & Quasi Public	1,651	11%
Agriculture	713	5%
Parks	419	3%
Conservation	0	0%
Subtotal	14,100	100%
Rights-of-way†	4,770	
Total Agerage	18,870	

Source: City of Visalia Community Development Department, 1989

† Estimated at 25%

TABLE 2-14 1988 Land Use Designation Areas

Designation	Acres	Percent
Agriculture	739	5.2%
Residential	7,052	50.0%
Rural Residential	352	2.5%
Regional Retail	616	4.4%
Local Retail	226	1.6%
CBD	91	0.6%
Highway	64	0.5%
(Reserve) Highway	13	0.1%
Service/Light Commercial	1,384	9.8%
(Reserve) Service/Light Commercial	21	0.1%
Industry	1,241	8.8%
Professional & Administrative Office	169	1.2%
(Reserve) Professional & Administrative Office	62	0.4%
Quasi Public	290	2.1%
Airport	424	3.0%
Parks	409	2.9%
Institutional-Public	277	2.0%
Schools	660	4.7%
Subtotal	14,100	100.0%
Rights-of-way†	4,770	
Total Agerage	18,870	

Source: City of Visalia Community Development Department

† Estimated at 25%

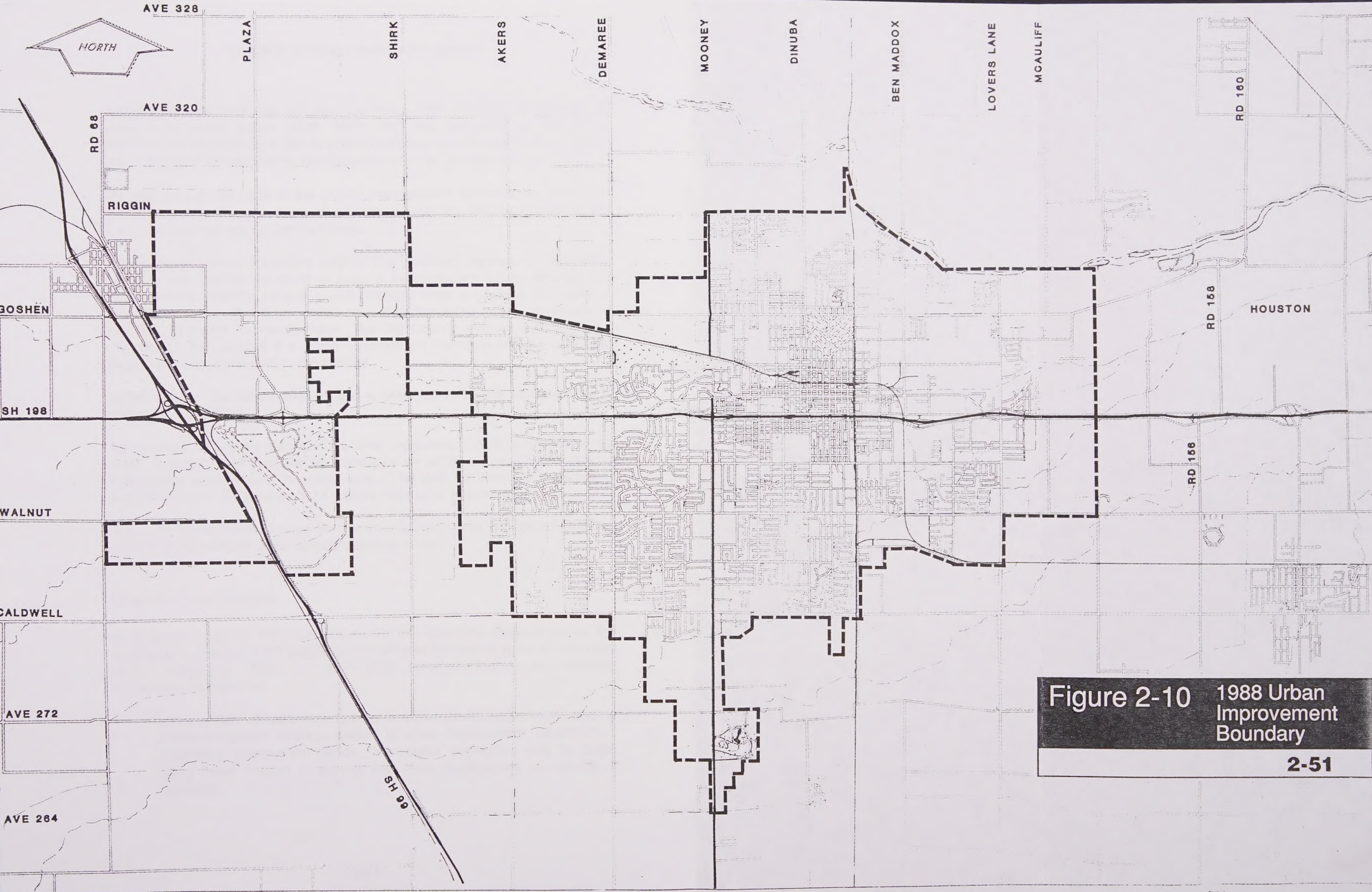


Figure 2-10 1988 Urban Improvement Boundary

2-51

It is important to note that although the tables refer to growth boundaries as being date based (years 2010, 2020, etc.) the expansion of the Urban Development Boundaries is tied to actual population growth and buildout. These dates provide chronological "benchmarks" to interpret growth phasing.

An additional modification in the growth management aspect is the change in nomenclature for the various growth phasing boundaries. The boundaries for the Land Use Element are defined as follows:

Urban Development Boundary (UDB): This boundary represents the area in which growth shall be permitted to occur in the immediate future. Although the land use map reflects several growth phasing lines associated with various population levels, the area contained within the inner urban development boundary is eligible for development. The City Council, through a general plan amendment may expand this urban development boundary into the next area based on findings indicated in the policies.

Urban Growth Boundary (UGB): This is projected to be the ultimate 30-year urban growth limit line.

Urban Area Boundary (UAB): This area represents the area necessary for Visalia's growth over the next 30 years plus an additional area to provide an open space buffer around the community . The UAB for Visalia is projected to increase from its current area of 54 square miles to 90 square miles.

This open space buffer around the community would also provide an area for urban expansion beyond the 30-year planning period.

Growth Conclusions

An important factor in the implementation of the Land Use Element will be the continued monitoring of the supply of and demand for various types of land uses in the community. Urban growth policies, therefore, include the following monitoring requirements:

- 5-year update of basic assumptions of urban growth projections including population growth, average density of urban development, infrastructure constraints, employment trends. "Mid-course" corrections may be made during these reviews to expand the urban development boundaries, if necessary.

- Comprehensive update of element every 10 years to reflect changing community needs and values.
- Review of urban development boundaries based on actual population and buildout, rather than the current date-based system.

TABLE 2-15 Estimated Areas for 1990 Land Use Designations (1988 UIB)

Designation	Acres	Percent
Residential		
Rural	461	3.3%
Low Density	6,787	48.1%
Medium Density	378	2.7%
High Density	181	1.3%
Commercial		
Convenience Center	18	0.1%
Neighborhood Center	46	0.3%
Shopping/Office Center	280	2.0%
Community Center	21	0.1%
Central Business District	255	1.8%
Regional Retail	367	2.6%
Highway	232	1.6%
Service	332	2.4%
Professional/Administrative Office	248	1.8%
Business Research Park	0	0.0%
Community Facilities		
Public - Institutional	1,421	10.1%
Industry		
Light Industry	678	4.8%
Heavy Industry	1,488	10.6%
Open Space		
Agriculture	0	0.0%
Conservation	308	2.2%
Parks	599	4.2%
Urban Reserve	0	0.0%
Subtotal	14,100	100.0%
Rights-of-way†	4,700	
Total	18,870	
Source: City of Visalia Community Development Department		
† Estimated at 25%		

TABLE 2-16 Estimated Area Changes Between 1976 and 1990 Land Use Designations (1988 UIB) (acres)

Category	1990	1988	Net Change
Residential	7,807	7,371	384
Commercial			
Convenience	18	0	18
Neighborhood	46	0	46
Shopping/Office	280	0	280
Community Center	21	0	21
CBD	255	91	164†
Regional	367	616	(249)‡
Highway	232	64	168
Service	332	1,405	(1,073)††
Professional/Administrative Office	248	162	86
Business Research Park	0	0	0
Industrial			
Light	678	0	678
Heavy	1,488	780	708

Source: City of Visalia Community Development Department

† Generalized zone for downtown created instead of current designations. No net increase in size.

‡ Following areas determined not to be regional in nature:
N. Dinuba Blvd., N. Ben Maddox/198, McAuliff/198, West Mineral King (between Demaree and Akers). Primarily reclassified to shopping/office and professional/administrative office.

†† Existing industrial uses and areas reclassified to appropriate light or heavy industrial category.

TABLE 2-17 Land Use Designation Areas 1990-2020 (acres)

General Plan Designations	1988 UIB†	Cumulative Gross Acreage		
		2000‡	2010	2020
Residential				
Rural	461	1,480	1,912	1,978
Low Density	6,797	8,680	11,080	13,751
Medium Density	368	574	666	981
High Density	181	287	370	527

TABLE 2-17 Land Use Designation Areas 1990-2020 (acres)

CONT.

Commercial				
Convenience Center	18	27	27	30
Neighborhood Center	46	70	84	124
Shopping/Office Center	280	178	178	227
Community Center	21	80	135	135
Central Business District	255	255	255	255
Regional Retail	367	406	512	639
Highway	232	72	72	72
Service	332	370	370	409
Professional/Administrative Office	248	342	410	480
Business Research Park	0	135	295	375
Community Facilities				
Public - Institutional	1,421	1,749	1,824	1,824
Industry				
Light Industry	678	743	743	743
Heavy Industry	1,488	1,488	1,491	1,491
Heavy Industry Reserve	0	0	620	1,280
Open Space				
Agriculture	0	690	690	690
Conservation	308	594	633	873
Parks	599	1,158	1,175	1,954
Urban Reserve				
	0	0	0	289
Subtotal	14,100	19,538	23,622	29,087
Rights-of-way††	4,770	4,662	5,112	5,912
Total	18,870	24,200	28,734	34,999

Source: City of Visalia Community Development Department, 1989

† Estimated acres for 1990 Land Use Designations

‡ Goshen land use designation areas are not included.

†† Estimated at 25%

SPECIAL AREAS OF CONCERN

Four areas in Visalia have such a city-wide impact on Visalia that they warrant special attention and consideration. Therefore, they are dealt with separately in this chapter. These four areas are the College of the Sequoias (COS), transportation, Visalia Municipal Airport, and the City's three redevelopment project areas.

The College of the Sequoias

COS is one of the largest landowners and employers in the Visalia planning area. Its location in Visalia augments the City's quality of life. COS development and land use decisions often have far-reaching consequences in terms of the City's economy, transportation system, and land use compatibility. As COS's student body grows and its programs expand, it is essential that the City and COS develop a coordinated program which accounts for the concerns of all affected groups and individuals and is of benefit to both the City and COS.

Objectives and policies contained in Goal 7 detail direction promoting City and COS efforts to resolve land use compatibility issues.

Transportation

Visalia is a city that has been designed principally around the personal automobile (Circulation Element, 1989). The General Plan's Circulation Element concentrates on issues related to auto traffic and circulation, as well as parking. The car and its reliance on streets and roads will continue to be the major mode of transportation over the planning period.

Because of air quality, energy conservation, land use compatibility, and economic concerns, reliance on personal cars and the City's grid street system, the development of a well planned and integrated transportation (i.e., auto, mass transit, air, rail, bicycle, and pedestrian) system is necessary. The timing, location, cost, and expansion of this transportation system are important factors affecting future urban growth.

Objectives and policies outlined in Goal 5 in Chapter 3 address these issues. These objectives and policies deal with ways to reduce the number of miles traveled in cars; to encourage planning which balances housing and employment center location; to develop the Visalia Parkway, an enhanced 'loop' arterial; and to emphasize integrated mass transit, bicycle and pedestrian facilities.

Visalia Municipal Airport

As discussed in the Community Image and Economy sections, the airport is a valuable component to Visalia and its transportation system. Established in 1928, the airport's operations and facilities have continued to grow with the community.

Currently, a high degree of compatibility exists between the airport and the surrounding open space uses. These uses are predominantly agriculture and outdoor recreation. The only existing uses which are less than ideally situated are the Holiday Inn and urban land uses in the unincorporated community of Goshen. Urban development pressures, since the mid-1980's, have increased in the airport's environs (i.e., industrial development to the northeast, residential development to the southeast, and commercial development to the northwest).

The limited amount of existing development in the airport's operational area presents a major opportunity to avoid the creation of incompatible uses which have adversely affected so many other California airports. The airport objectives and policies contained in Goal 7 in Chapter 3 promote ways to continue safe and efficient airport operations, to protect the airport from adjacent and incompatible land uses, and to encourage Tulare County to adopt the Airport Master Plan's compatibility criteria map and table.

Redevelopment Project Areas

Redevelopment districts are formed under State redevelopment law which provides special development incentives and governmental powers. These incentives and powers are to encourage new development and renovation in community areas which are in some way blighted or distressed. Redevelopment district activities are funded through increased property taxes resulting from new development or renovations in the district. This provides a mechanism for investments within established areas of the community. Redevelopment plans are required to be in conformity with the General Plan and are used as implementation tools for goals, objectives, and policies which cannot otherwise be achieved by the private sector or existing public agencies.

Visalia has four redevelopment districts which are distinct in their needs and development objectives. These districts include:

Downtown District

This two-acre district was formed in 1971 to provide for blight clearance and new development in the Downtown area. The district's activities have been completed and included the removal of deteriorated buildings, renovation of older buildings, and new development like the Bank of America branch office.

East Visalia Redevelopment District

This 653-acre district was formed in 1986 to address a wide range of issues in the area north and east of the Downtown. Significant components of this district

include expansion of the auto district, improvement of Ben Maddox Way as an arterial and commercial corridor, renovation of Lincoln Oval housing, and improvements to public facilities.

Mooney Boulevard Redevelopment District

This 323-acre district was formed in 1987 to address concerns regarding maintaining Mooney Boulevard's retail commercial corridor as the primary regional shopping area for the Visalia trade area. District activities include major improvements for Mooney Boulevard, assembly of sites for new land development, and assistance for renovating and expanding existing regional commercial developments.

Central Visalia Redevelopment District

This 1,643-acre district was formed in 1989 to address concerns regarding provision for Downtown infrastructure improvements and funding for residential conservation programs in older neighborhoods in the Core Area.

Redevelopment district objectives and policies contained in Chapter 3 under Goal 7, concentrate on implementation.

CHAPTER 3
GOALS, OBJECTIVES, AND POLICIES

CHAPTER 3: GOALS, OBJECTIVES & POLICIES

This chapter presents goals, objectives and implementing policies for the Land Use Element. The objectives and policies to be used in meeting these goals are grouped in subjects under each goal, relating to particular resources, facilities and programs. The purpose of the goals, objectives, and policies is to provide guidelines by which to consider public and private development proposals; to help in determining future capital improvement and services budgets; and to provide a "road map" for future City growth.

These goals, objectives and implementing policies were developed from the community values inventory conducted with the 2020 Steering Committee and were reviewed in detail by the Visalia City Planning Commission during its Land Use Element study sessions which were conducted between June of 1989 and January 1990 and the City Council during its study sessions between September 1990 and April 1991, as well as the public hearings conducted by each of these groups.

These goals, objectives and implementing policies are the foundation of the Land Use Element. They provide the basis upon which the land use map is developed and the land use map should be considered a graphical illustration of these policies. These policies have been developed to provide a clear basis for decision making on land use and community development issues. However, they are also designed to provide adequate flexibility in their implementation to ensure that the ultimate goals and objectives of the Element can be achieved.

GOAL 1: PRESERVE AND ENHANCE VISALIA'S UNIQUE CHARACTER.

1.1 COMMUNITY IDENTITY

Objectives

- A. Maintain and enhance Visalia's physical diversity, visual qualities and small-town characteristics.
- B. Strive to keep Visalia separate and distinct from nearby communities.
- C. Maintain the Core Area (Mooney Blvd. to Ben Maddox Way and Houston Ave. to Tulare Ave.) as the City's geographic center.
- D. Maintain the Central Business District (CBD) (Conyer St. to Tipton and Murray St. to Mineral King Ave. including the Court-Locust corridor to the Lincoln Oval area) as Visalia's traditional, medical, professional, government, and cultural center. New uses and services should be directed to the CBD to the extent practicable.

Implementing Policies

- 1.1.1 Promote the development and implementation of special districts and master plan areas like the Medical District Master Plan, historic preservation district and redevelopment project areas, within the Core Area to preserve and enhance the historic prominence and integrity of this area.

Enhance and preserve the unique character of the Central Business District through development and adoption of a specific plan for the Core Area and Central Business District which shall include, at a minimum:

- 1. Development of master plans for sub areas of the Core Area.
- 2. Provisions for expansion of the Historic Preservation District in the Central Business District.
- 3. Architectural guidelines and standards to ensure that new construction and improvements to existing buildings reinforce the architectural character of the area.
- 4. Designation of areas for public parking.
- 5. Open space areas, including public plazas and restoration of Mill Creek.

6. Standards for landscaping and setbacks.
7. A financing mechanism for integrated public improvements.
- 1.1.2 Emphasize pedestrian amenities in the Core Area including landscaped open space areas, street furniture, lighting, and signage.
- 1.1.3 Restore and enhance Mill Creek through the CBD.
- 1.1.4 Work with utilities and transportation companies to landscape power line and railroad right-of-ways throughout the community and to underground utilities and abandoned railroad spurs where possible.
- 1.1.5 Develop land use and site design measures for areas adjacent to high-voltage power facilities.
- 1.1.6 Develop a CBD land use designation and assign zoning districts using the 1980 Downtown Framework Plan, redevelopment plans and historic district plans.
- 1.1.7 Preserve established and distinctive neighborhoods throughout the City.
- 1.1.8 Encourage comprehensively planned new residential development in or near the downtown, including single family, multi family and housing for special populations.
- 1.1.9 Promote development of the Core Area and Community Centers with commercial services, public facilities (schools, community parks), offices and employment to serve as activity centers and to minimize vehicle miles traveled.
- 1.1.10 Develop a City-wide street tree and landscape master plan to delineate neighborhoods, master and specific plan areas.
- 1.1.11 Develop scenic entryways (gateways) and roadway corridors into the City through special setback and landscape standards, open space and park development, and/or land use designations. Gateways and entryways to be considered should include:

Gateways:

North:

Ave. 320/Road 80
Ave. 320/Shirk
Ave. 320/Akers
St. John's River/Demaree

South:

Ave. 272/Demaree
Ave. 264/Mooney
Ave. 272/Ben Maddox Way
Ave. 272/Lovers Lane

St. John's River/Mooney
St. John's River/Dinuba Hwy.
Parkway/Ben Maddox Way

East:

SH 216 (Houston)/Road 160
SH 198/Road 152
Caldwell/Parkway

West:

SH 99/Ave. 308
SH 99/SH 198
SH 99/Caldwell
SH 99/Ave. 264

Corridors:

East - West:

Riggin (Road 68 to Shirk)
SH 198 (SH 99 to Demaree and
McAuliff to Road 152)
Caldwell (SH 99 to Demaree and
Divisadero to Road 152)
Ave. 272 (Akers to Road 152)

North-South:

Plaza Dr. (Ave. 320 to Walnut)
Akers (St. John's River to Goshen &
Walnut to Packwood Creek)
Demaree (St. John's River to Houston
and Caldwell to Ave. 272)
Mooney (St. John's River to Houston
and Packwood Creek to Mooney
Grove Park)
Ben Maddox Way (Walnut to Ave. 272)
McAuliff (Parkway to Ave. 272)

To facilitate development of recreational communities in the southeast and northeast portions of the community. Consideration shall be given for provisions of a golf course and master planned development in the southeast between Santa Fe, Lovers Lane, Caldwell and Avenue 272; and in the northeast between Road 152, the Parkway, Mill Creek and State Highway 198. Specific land use designation and extension of urban improvement boundary shall be subject to review and approval of a specific plan for such developments and shall be subject to additional environmental review.

A low density development may be permitted on the northeast corner of Shirk Road and State Highway 198 subject to approval of a specific plan, which preserves and enhances the scenic qualities of the State Highway 198 scenic corridor. Such development shall include a minimum 600-foot permanent conservation area along the State Highway 198 frontage which includes trees, is of an agricultural character and visually screens any development to the north.

- 1.1.12 Develop special lighting, landscaping, signage, and land form treatments for the Visalia Parkway as a common design element.

- 1.1.13 Utilize schools, parks and community facilities as central activity places for residential neighborhoods.
- 1.1.14 Update the zoning ordinance and other regulatory measures to implement the neighborhood and community design goals of this element.
- 1.1.15 Develop zoning ordinance requirements to provide for parking lot shading through tree plantings to avoid "heat islands", promote energy conservation.
- 1.1.16 Minimize visual impact of development through various design techniques such as building orientation, and landscaping depth and density.

Improve parking lot landscaping standards to minimize the visual impact of large expanses of asphalt and structural form, to enhance and promote natural characteristics compatible with urban form and to minimize heat gain.
- 1.1.17 Encourage better site design by retaining native trees as landscape elements and for shading.
- 1.1.18 Develop scenic corridor and gateway guidelines that will maintain the agricultural character of Visalia at its urban fringe.

GOAL 2: IMPROVE THE QUALITY OF AIR, LAND, WATER AND PLANT AND ANIMAL LIFE IN THE VISALIA PLANNING AREA.

2.1 PRESERVATION OF NATURAL FEATURES

Objective

- A. Preserve and enhance natural and rural features such as waterways, Valley Oaks, and agriculture as significant assets and community resources.

Implementing Policies

- 2.1.1 Preserve selected waterways as identified in the Conservation, Open Space, Recreation & Parks Element for flood protection, irrigation water

conveyance, riparian habitat, and open space, where possible, for active and passive outdoor recreation.

- 2.1.2 Enhance views and public access to planning area waterways and other significant features such as Valley Oak groves consistent with flood protection, irrigation water conveyance, habitat preservation and recreation planning policies.
- 2.1.3 Expand the Conservation, Open Space, Recreation & Parks Element to incorporate the entire urban area proposed by the Land Use Element update, and implement its provisions.
- 2.1.4 Significant stands of Valley Oaks woodlands should be protected from further development. The oak woodland area south of Cameron Creek shall be designated "Conservation" and roadways shall be realigned in the area to avoid this property. In addition, revise implementation policies with the Conservation, Open Space, Recreation & parks Element to specifically include this property and provide for its restoration.
- 2.1.5 Develop an East Highway 198 Specific Plan for the east end of Highway 198 to enhance the scenic quality of the east entrance and corridor and balance the scenic qualities on both ends of Highway 198.
- 2.1.6 Encourage the incorporation of native trees in street and site landscaping designs where appropriate to preserve Visalia's character.
- 2.1.7 Utilize the Visalia planning area's natural and rural landscape elements and man-made features (major roadways, airport) as community edges to buffer dissimilar land uses and separate Visalia from its surrounding communities.

2.2 RESOURCE CONSERVATION

Objective

- A. Promote development and public resource management practices which will result in resource conservation.

Implementing Policies

- 2.2.1 Require new developments to incorporate flood water detention basins into project designs where consistent with the Storm Drainage Master Plan. Large basins shall serve as wetland habitat for extended periods where appropriate.

- 2.2.2 Require site specific archeological assessments at the time of filing of development plans for sites suspected of being archaeologically significant or of concern.
- 2.2.3 Promote the preservation of cultural resources consistent with the policies and goals of the Conservation, Open Space, Recreation and Parks Element, Housing Element, and the Historic Preservation Element.
- 2.2.4 A management plan shall be prepared for areas designated as Conservation and the Regional Park in order to take advantage of opportunities for habitat enhancement, urban forest development and resource conservation.
- 2.2.5 Promote solid waste recycling to conserve limited natural resources.
- 2.2.6 Develop guidelines for hazardous wastes disposal through the Hazardous Waste Management Element.
- 2.2.7 Develop incentive programs for developments that demonstrate sound energy conservation design and/or construction.
- 2.2.8 Encourage public and private development of alternative energy sources to reduce reliance on conventional electrical and petroleum sources.
- 2.2.9 Require new development projects to set aside appropriate lands to preserve habitat of sensitive plant and animal species known to occur on the site.
- 2.2.10 Prior to issuance of a building permit for property undergoing a change of use, the City shall require submission of a Phase I environmental site assessment which documents past uses of the property and addresses the environmental condition of the site, if it is deemed necessary by the City Engineer.

2.3 IMPROVE THE QUALITY OF AIR IN THE CITY OF VISALIA AND ITS AIR BASIN

Objective

- A. Promote development and resource management practices which will enhance air quality.

Implementing Policies

- 2.3.1 Coordinate with the Tulare County Agricultural Commissioner's Office, TCAPCD and CARB to determine the health risk impacts of aerial spraying and to determine the need and feasibility of buffer zones.
- 2.3.2 Encourage projects which incorporate mixed land uses.
- 2.3.3 Locate transit facilities near areas of high employment density and high housing density to facilitate access and reduce vehicle work trips.
- 2.3.4 Encourage a balance between jobs and a good mix of dwelling units within each quadrant of the community to minimize vehicle miles traveled.
- 2.3.5 Promote a distribution of land uses which minimizes air pollutant emissions.
- 2.3.6 Coordinate with the TCAPCD to develop Significance Thresholds and evaluation procedures to assess the air quality impacts of specific development projects.
- 2.3.7 Coordinate with the Tulare County Air Pollution Control District (TCAPCD) to develop a trip reduction ordinance to implement the California Clean Air Act.
- 2.3.8 Encourage establishments to offer employee and customer incentives to utilize pedestrian and bicycle modes of transportation.
- 2.3.9 Discourage the provision of drive-through facilities which increase the idling of car engines and resulting carbon monoxide concentrations.
- 2.3.10 Encourage large employment centers such as business parks to provide on-site services including, but not limited to, day care, food service, banking and recreation facilities, to reduce the number of necessary vehicle trips during the work day.
- 2.3.11 Continue to work in conjunction with State and Local air quality management agencies and groups to put in place additional Transportation Control Measures (TCMs) which will reduce vehicle travel and improve air quality. The following measures should be pursued:
 - a) Alternative modes of commuting in order to reduce travel.
 - b) Development of a program in conjunction with the Circulation Element Update to increase the use of transit. Investigate the

feasibility of providing shopper oriented shuttle service for the Mooney Boulevard corridor.

- c) An incentive program to employers with over 10 employees to provide incentives to employees to use transit rideshare programs. As a major employer, the City of Visalia shall take the lead in such a program.

- 2.3.12 Promote use of alternative transportation modes such as bicycle, pedestrian and mass transit.
- 2.3.13 Require adequate bicycle facilities such as bike racks, bike lanes, where applicable, for development proposals.
- 2.3.14 Facilities which result in high peak traffic volumes and CO "hot spots" or result in unhealthful toxic air emissions should not be located in the vicinity of land uses associated with sensitive receptors. A determination of "unhealthful", "Vicinity" and "Sensitive Receptors" should be performed by the Tulare County Air Pollution Control District.
- 2.3.15 The City of Visalia will support air quality planning efforts in the San Joaquin Valley Air Basin by supporting the San Joaquin Valley Air Quality Attainment Plan and working with the Tulare County Air Pollution Control District to implement measures to reduce emissions from direct and indirect pollution sources.

2.4 ENHANCE WATER QUALITY AND CONSERVE WATER RESOURCES

Objective

- A. Promote development and resource management practices which enhance water quality and minimizes the impact of development on scarce water resources.

Implementing Policies

- 2.4.1 Conserve water through the City's Water Conservation Program. Create groundwater recharge basins as identified in the Storm Drainage Master Plan to reduce overdraft conditions.
- 2.4.2 Development shall not occur unless water supplies are available to adequately serve the project. This shall be determined at the time of annexation.
- 2.4.3 The City shall require water meters for new residential development.

- 2.4.4 The City should investigate a program of water meter retrofit on any unmetered development. The City shall require the installation of water meters where existing water service improvements make such installation cost effective (e.g., existing meter box and hookup).
- 2.4.5 Control urban and storm water runoff, and point and non-point discharge of pollutants. Develop guidelines for control of pollutants from drainage and storm water runoff to protect conservation areas, park lands and waterways from contamination.
- 2.4.6 The City should consider participation in the commission of a study to determine the safe yield of the locally affected groundwater reservoir and adopt policies accordingly.

2.5 ENVIRONMENTAL COORDINATION AND ADMINISTRATION

Objective

- A. Develop an effective environmental compliance administrative system.

Implementing Policies

- 2.5.1 Update the City's CEQA review process including development and implementation of a mitigation measures monitoring and reporting checklist for development projects.
- 2.5.2 Promote the development of programs which serve to ensure compliance with the environmental goals, objectives and policies of the City's CEQA guidelines and the General Plan.

GOAL 3: DIVERSIFY AND IMPROVE THE VISALIA PLANNING AREA'S ECONOMY

3.1 EMPLOYMENT & POPULATION GROWTH

Objectives

- A. Maintain Visalia's role as the regional commercial and industrial center for Tulare, Kings and southern Fresno counties.

- B. Promote diversity in Visalia's economic base to increase the stability of jobs and fiscal revenues.
- C. Enhance the City's sales tax revenues by maintaining and improving Visalia's retail base to serve the needs of local residents and encourage shoppers from outside the community.
- D. Maintain a circulation system which is consistent with the Land Use Element and Map.

Implementing Policies

- 3.1.1 Continue to coordinate City planning activities, economic development and activities of regional significance with Tulare County.
- 3.1.2 Develop a review process to assess environmental, transportation, energy, and economic impacts of proposed large-scale economic development on Visalia.
- 3.1.3 Accommodate a variety of industrial and commercial activities.
- 3.1.4 Annually monitor the adequacy of City economic development efforts and effects of economic activity on the Visalia planning area.
- 3.1.5 Encourage new and existing business and industry that will employ Visalians.
- 3.1.6 Use redevelopment to implement community development goals and objectives.
- 3.1.7 Encourage the California Department of Transportation to provide additional signage to the City of Visalia and its businesses from State Highways.

3.2 VISITOR AND CONFERENCE ACTIVITIES

Objective

- A. Encourage tourism and conference activities as part of Visalia's economic base.

Implementing Policies

- 3.2.1 Continue to work with the Chamber of Commerce, Tulare County, and other organizations to promote tourism in Visalia.

- 3.2.2 Ensure high-quality highway commercial development at State Highway 198 and Plaza Drive in conjunction with a Business Research Park through enforcement of the West Visalia Specific Plan's design and development standards. These land uses shall be master planned and developed in conformity with the West Visalia Specific Plan.
- 3.2.3 Develop a master plan for the Central Business District around the Convention Center which encourages activities in the CBD, resolves existing parking deficiencies and provides for conversion of existing service commercial areas to retail, office and restaurant uses.

3.3 EDUCATION

Objective

- A. Encourage and support the continued development of post-secondary educational facilities in Visalia.

Implementing Policies

- 3.3.1 Encourage and support COS as a major education and employment center, including continued development of California State University, Fresno's COS satellite campus.
- 3.3.2 Promote the location and development of vocational and trade schools in Visalia.
- 3.3.3 Consider location of a four-year college or university in Tulare County in the Visalia Urban Area. Such consideration should include mitigation of identified adverse environmental impacts and preservation of community identity.
- 3.3.4 Promote educational (VUSD, COS and future four-year college) curriculum to increase graduate retention in the planning area.
- 3.3.5 The City of Visalia considers it important to train and retrain workers for entry into industrial jobs and will participate with the County of Tulare, the Chamber of Commerce, the Visalia Unified School District, the College of Sequoias, the Private Industry Council and other community organizations to encourage local training programs.

3.4 AGRICULTURE-RELATED BUSINESSES

Objective

- A. Maintain and encourage agriculture-related businesses in appropriate areas of Visalia.

Implementing Policies

- 3.4.1 Recognize the importance of agriculture-related business to the City and region and support the continuation of agriculture and ag-related enterprises in and around Visalia.
- 3.4.2 Encourage compatible agriculture-related businesses to expand or relocate in appropriate areas of Visalia and/or Tulare County.
- 3.4.3 Encourage incompatible agricultural operations currently located in the City to relocate to compatible locations in the County.

3.5 COMMERCIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Maintain Visalia's role as the regional retailing center for Tulare and Kings Counties.
- B. Ensure the continued viability of Visalia's existing commercial areas.
- C. Promote comprehensively planned, concentric commercial areas to meet the needs of Visalia residents and its market area.
- D. Create and maintain a commercial land use classification system (including location and development criteria) which is responsive to the needs of shoppers, maximizing accessibility and minimizing trip length.
- E. Designate appropriate and sufficient commercial land for Visalia's needs to the year 2020 with appropriate phasing.

Implementing Policies

- 3.5.1 Ensure that future commercial development is concentrated in shopping districts and nodes to discourage expansion of new strip commercial development.

- 3.5.2 Ensure that commercial development in residential areas serves the needs of the area and includes site development standards which minimize negative impacts on abutting properties.
- 3.5.3 It shall be a priority of the City to develop the Ben Maddox corridor (Tulare to Houston) as an integral part of the community, including offices, commercial uses, and residences in a mixed-use development plan.
- 3.5.4 Designate land areas in 10-year increments for future commercial and office development. Commercial and office areas outside of the urban development boundary shall be designated for commercial or office "reserve". These areas are to be zoned for agriculture and may be rezoned for commercial use upon the following findings by the Planning Commission and City Council:
1. Property is necessary to meet the needs of the shopping public.
 2. Property is adequately served or will be adequately served by public facilities including streets, sewerage, police and fire protection, water supply, and other facilities.
 3. Properties located within the previous boundary are developed or do not provide the likelihood of being developed in a time-frame appropriate to meet the needs of the community.
 4. Properties are determined to provide a significant social and economic benefit to the community.
- 3.5.5 Designate Convenience Centers for personal and convenience goods and services for nearby residential areas. Such centers may be in new, in-fill, and/or consolidated existing strip commercial development and at a scale which is compatible with surrounding residences. Special site design standards shall be imposed on these facilities including high quality architecture, landscaping, signage and lighting to ensure that they are aesthetically pleasing.

Convenience Centers maybe approved by a conditional use permit on one corner of arterial / collector intersections on sites of 3 acres or less, on no more than one corner of the intersection and at least at one-half mile intervals between neighborhood shopping centers. Where possible, such centers are to be developed as part of planned unit developments or master planned as part of a development.

(Revised 6/17/96 - Resolution No. 96-66)

- 3.5.6 Designate Neighborhood Centers for shopping centers with a major grocery store as an anchor and supporting businesses which serve the surrounding residential areas. Locations shall be at one corner of arterial intersections on sites of approximately 10 acres in area. Centers shall be located no closer than approximately one mile from other General Plan-designated neighborhood centers, from existing Grocery stores, or from General Plan-designated community centers.

The center's scale and site design must be compatible with the surrounding residential area with emphasis on access, circulation, parking, signage, noise, and landscaping. Where possible, these facilities should be planned and integrated into neighborhoods as part of a planned unit development.

In the event that competing applications are made for a neighborhood center at a designated intersection, only one application shall be approved for a period of time not to exceed 24 months. If the applicant does not perform as specified by the city Council, the Council may extend the original proposal or may declare the original proposal void. If, at some future date, an application for development of a corner designated for neighborhood commercial development has not been filed and the Commission and Council find that the needs of the neighborhood are not being provided, the exclusive designation on one corner may be reviewed to consider designation of an alternative corner.

(Revised 6/17/96 - Resolution No. 96-66)

- 3.5.7 Shopping/Office Centers for a range of neighborhood and community-level commercial and office uses. Consists of areas previously designated for local retail (C-2.5), neighborhood, community and regional commercial uses. Generally characterized as strip or linear in nature and serving a non-regional market area. General locations are:

1. Dinuba Highway, between Ferguson and Houston.
2. East side of Ben Maddox Way, between Main Street and Houston.
3. Murray Street corridor between Divisadero to Conyer.
4. Houston corridor, between Divisadero and Turner.

5. Noble Avenue corridor between Ben Maddox and Pinkham. Also, land locked or infill parcels may be added to this designation when they are merged with adjacent properties to obtain Noble Avenue frontage.
6. Mineral King Plaza (south of SH 198 between Linwood and Chinowth).
7. Cain Street and Goshen Avenue.
8. Other locations that may be found to be appropriate by the City Council and in conformity with the intent of the Land Use District.

3.5.8 Develop Community Centers for community-scale shopping with a wide range of commercial goods and services. Uses in the Community Centers shall be of community-, neighborhood-, or convenience-level draw only. No uses which are primarily of a regional draw or uses which would compete with Core Area uses shall be permitted. Locations shall be limited to arterial intersections which have connections to freeway access and adequate north-south and east/west circulation. General locations for community centers are as follows:

1. Northeast, northwest or southeast corner of Riggin and Highway 63.
2. Demaree and Caldwell.
3. Lovers Lane between the Parkway and Caldwell. (Reserve)
4. Northeast corner of Demaree and Riggin. (Reserve)

Community Centers shall be developed as part of a Specific Plan for each of these areas. Each such Specific Plan shall designate the layout of improvements and land uses, development phasing and architectural standards. Specific phases or land uses which are found to be competitive with regional retail or Core Area land uses shall not be permitted or be designated for implementation in a time period which would conflict with other commercial and office development goals.

General guidelines for development shall be 20-30 acres of community-level retail and ancillary facilities, and up to 10 acres of Garden offices for each quadrant of the community served. Supporting facilities shall include up to 20 acres of multi-family residential development and a minimum of 20-30 acres for institutional facilities (churches, senior residential) facilities, to be integrated into Community Center commercial area with public art and open space. The precise

distribution of uses shall be determined at the time of development of a specific plan for the Community Center.

A new zone shall be created to facilitate the development of the Community Center commercial area to ensure compatibility with the adjacent neighborhood and to ensure that the center does not conflict with regional retail or core area development objectives.

Intersections at Community Centers shall be developed with high landscaping, setback, and architectural standards to minimize negative impacts on the surrounding neighborhood.

3.5.9 Preserve and enhance the Central Business District (CBD) (Conyer St. to Tipton and Mineral King Ave. to Murray including the Locust-Court corridor to the Lincoln Oval Park area) as Visalia's historic medical and professional services center. Promote retail commercial, specialty retail, professional/administrative office, public and community facilities and urban residential uses. Designate the Locust and Court corridor between Murray and Race for office conversions to provide for a functional connection between the Oval area and the Downtown. Maintain the downtown as the geographic center of the community.

3.5.10 Designate Regional land uses for large-scale retail commercial uses with limited office uses to serve local residents and shoppers from outside of the community on integrated sites along:

1. Mooney Boulevard between SH 198 and Midvalley.
2. South of Caldwell Avenue, east of Mooney Boulevard.
3. The area south of Caldwell and between Divisadero, Giddings and Packwood Creek.
4. SH 198 between Campus, Demaree and County Center.
5. Dorothea Street to Whitendale east of Woodland.

Areas 3 and 5 shall be designated for regional retail, only based on a submitted and approved master plan or specific plan if it is demonstrated that the properties will function as one unit and to accommodate regional- or community-scale uses.

Master plans shall be developed for the Mooney Boulevard corridor between SH 198 and Liberty which indicate the right of way and location of planned collector, arterial and local roadways necessary to service the commercial area; public facilities; mix of land uses, indicating

locations for professional office uses, retail uses, and other appropriate uses; and a conceptual site layout for major development sites.

New regional commercial areas shall be designated south of the Packwood Creek alignment at Mooney to Midvalley. These areas shall be designated as Regional Retail Reserve and zoned for Agriculture prior to their inclusion in the Urban Development Boundary (10-year development boundary). It shall be the policy of the City of Visalia that these areas not be permitted to be further subdivided or be parcelized from their existing acreage to an extent that would jeopardize their use as regional retail. A specific plan for their development shall be approved prior to redesignation in accordance with the findings of this policy. These areas may be redesignated for regional retail upon the following findings:

1. Mooney Boulevard Redevelopment Project area reaches 80% of total gross leasable area development capacity (an additional 500,000 sq. ft.) or after the year 2000, whichever occurs first.
2. The uses and tenants proposed for the area will substantially further the community's goal of providing high-level regional retail goods and services.
3. That there is sufficient roadway capacity and adequate public facilities and infrastructure to accommodate the proposed development.
4. That a Specific Plan for the South Caldwell area has been prepared and adopted, and that the proposed development is in conformity with such plan.
5. A market study has been prepared which demonstrates the need for such facilities and that there will not be a significant long term deterioration in the viability of Visalia's existing commercial areas.

The regional retail zone classification shall be amended to provide for permitted and conditional uses which are of a regional draw only. Uses which are not exclusively of a regional draw may be allowed where a finding is made that such uses are ancillary or associated with the regional uses. Uses of a neighborhood- or convenience-level draw only shall not be permitted.

- 3.5.11 Maximize regional commercial uses along Mooney Boulevard from SH 198 to Packwood Creek.

- 3.5.12 Encourage Tulare County to prohibit expansion of new commercial development in unincorporated areas of the Urban Area Boundary.
- 3.5.13 Maintain and periodically update market and location criteria for a Regional Shopping Mall which consists of an 80 to 100-acre site with two or more full-line department stores (500,000 to 1,000,000 GLA). This designation is not illustrated on the Land Use Element Map, although sufficient contiguous lands are indicated in selected areas. City review of Regional Shopping Mall proposals will be considered when the following criteria are met:

1. A factual determination is made that existing regional facilities are not adequate or cannot be made to be adequate to serve the future regional retailing needs of the community for the foreseeable future.
2. A finding is made that the development of such a facility is necessary to maintain the community's role as a regional retail center.

Upon the findings above, a site may be designated which is in conformity with the following minimum site location factors:

1. Access to a State Highway or Freeway with additional access from at least two arterials.
 2. Adequate site area for the Regional Shopping Center (60 to 80) acres, with additional 60 to 80 acres for ancillary development.
 3. Adequacy of roadway capacity and public facilities to service the proposed Center.
 4. Site is serviced by public transit.
 5. Site does not conflict with the safe and efficient operation of the Visalia Municipal Airport.
- 3.5.14 In order to provide for integration of convenience level and neighborhood level commercial uses into neighborhoods, require design measures which encourage pedestrian traffic, and de-emphasize use of walls as buffers which create barriers to pedestrian access and which are not visually pleasing.
- 3.5.15 Community and regional level commercial shall be master planned to provide for compatibility with surrounding residential (multi-family as well as single-family). The use of buffering land uses, such as office

uses between residential and high intensity commercial should be considered. Require design concepts which encourage pedestrian access to and within these developments to reduce traffic-related conflicts.

- 3.5.16 Highway Commercial areas are to be designated at a limited number of highly visible freeway accessible locations for tourists' and travelers' uses. Limited, high quality highway commercial uses shall be integrated into the Business Research Park area at the Plaza/ SH 198 intersection.

Development in this area shall be in compliance with the goals, policies and development standards of the West Visalia Specific Plan to promote protection of the aesthetic qualities of the SH 198 scenic corridor and to ensure high-quality design.

- 3.5.17 Designate Service commercial areas for mix of wholesale and heavy commercial uses and services which are not suited to other commercial areas. General locations are:

- A. Noble from Goddard to Lovers Lane.
- B. Roosevelt east of Santa Fe.
- C. East Main extension.
- D. Cain Street between Houston and Main Street.

- 3.5.18 The depth of commercial development along the Mooney Boulevard commercial corridor, Ben Maddox Way (from Tulare to Houston Avenues,) and North Dinuba Boulevard commercial corridor may be extended on a case by case basis if the extension increases the feasibility of commercial development and the proposed action will not create land use conflicts or reduce viability of adjacent residential properties. The Planning Commission shall determine precise boundaries for each zone classification consistent with the goals, objectives and policies of the General Plan.

(Revised 5/3/93 - Resolution No. 93-44B)

3.6 OFFICE LAND DEVELOPMENT AND LAND USE

Objectives

- A. Provide adequate area for office developments in areas where they can be effectively integrated into surrounding areas.

- B. Designate, where appropriate, areas for conversion of older historic structures to office uses.
- C. Provide for large-scale office developments in the community at locations which provide close-in employment opportunities.
- D. Maintain the circulation system to support the desired distribution of commercial, residential, industrial and employment centers.
- E. Strengthen the Core Area as the primary area for professional office development.

Implementing Policies

- 3.6.1 Designate an Historic Preservation Conversion zone district to preserve distinctive structures and areas proposed for office conversion in the Core Area where adequate parking can be provided. The areas are to include between Giddings and Hall from Main to 1/2 block north of Center, the area from Murray to Race Street along Locust and Court, the north side of Murray between Stevenson to Locust Avenue and the north side of west Main Street between Sunset and Green Acres. Additional consideration shall also be given to the area fronting on Noble Avenue between West and Conyer upon its addition to the Historic Preservation District. An overlay zone shall be developed for this area to address parking common access, streetscaping and architectural design.
- 3.6.2 Develop a Garden Office zone district to apply to 10-acre areas adjacent to Community Centers. Additional garden office developments shall be designated along the north side of the SH 198 corridor between Akers Road and County Center Drive to provide a use compatible with the conversion of the SH 198 to full freeway status and other locations found to be in compliance with the General Plan by the City Council, upon recommendation of the Planning Commission. Such zone districts shall provide for only limited medical offices when they are not adjacent to hospitals.
- 3.6.3 Develop a Business & Research Park Center zone district to accommodate large-scale business and research activities in campus-type master planned developments at five locations:
 - 1. Plaza Drive north of SH 198 in conjunction with limited, high quality highway commercial uses.
 - 2. West side of Ben Maddox between Center Street, Burke and Douglas in conjunction with a mixed use Specific Plan for the Ben

Maddox corridor. Such specific plan shall include the area bounded by Center Street, Houston Avenue, Cain Street and Burke Street.

3. Northeast and northwest corners of Ben Maddox and Tulare.
4. State Highway 198 and east Parkway (McAuliff) intersection. (Reserve)
5. East side of Shirk Road between Riggin Avenue and Goshen Avenue.

The zone shall establish minimum lot sizes ranging from one acre to ten acres as may be appropriate for these selected areas and specify special landscaping and architectural standards.

(Revised 5/3/93 - Resolution No. 93-44E, 1/17/94 - Resolution No. 94-06 and 94-24, 11/21/94 - Resolution No. 94-173)

3.7 INDUSTRIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Encourage the location of new industries that do not generate substantial amounts of pollutant emissions, impacts on air quality, or other natural resources.
- B. Ensure compatibility between industrial lands and adjacent dissimilar land uses.
- C. Retain and strengthen the City's role as a regional manufacturing center in the Southern Central San Joaquin Valley.

Implementing Policies

- 3.7.1 Designate appropriate and sufficient land for Visalia's industrial needs.
- 3.7.2 Direct industrial uses to and encourage expansion of the northwest industrial areas.
- 3.7.3 Prepare a Specific Plan for the northwest industrial area to provide for an adequate mix of parcel sizes, service commercial uses, commercial services, public facilities and infrastructure, open space, circulation alternative transit modes and parking.
- 3.7.4 Develop performance standards to supplement and augment design standards to minimize the negative impacts (glare, signage, noise, dust, traffic) associated with the establishment of new or expansion of existing

service commercial and industrial development. Design standards and measures should consider, at a minimum, building setbacks, buffering landscaping including plant material and plant density, and land forms including walls and fences.

- 3.7.5 Limited expansion of industries located outside the northwest industrial park may be permitted subject to an analysis of site area limitations, land use compatibility with surrounding land uses, environmental impacts, and economic factors. Buffering land uses should be used adjacent to existing or planned residential land uses adjacent to industrial designations. Such uses may include parks, drainage ponds, open space, or other such uses.
- 3.7.6 Assist, if requested, in the relocation of older, existing service commercial and industrial uses from the southeast and northeast to the northwest industrial area.
- 3.7.7 Preserve land designated for light and heavy industrial uses by limiting the intrusion of commercial or service commercial uses.
- 3.7.8 Continue to prohibit heavy industrial uses along SH 198.
- 3.7.9 Continue to prohibit industrial and service commercial uses along Mooney Blvd.
- 3.7.10 Ensure the efficient physical, economic and cultural assimilation of major new industries and employees into the community. An individual prospective industry should initially employ no more than 750 employees. Prospective industries which initially employ more than 750 employees may be approved through a conditional use permit. Approval of the Conditional use permit should be based on the following findings:
 - 1. Significant community social and economic benefit.
 - 2. Employment of existing unemployed or under employed City residents.
 - 3. Site location and land use compatibility.
 - 4. Existing or planned availability of housing in the community.
- 3.7.11 Develop and maintain Service Commercial areas in east Visalia and in the northwest industrial park in conformity with the Industrial Park Specific Plan.
- 3.7.12 Evaluate the Land Use Element on a five-year basis to ensure that there is an adequate inventory of available industrial land.

- 3.7.13 Reserve adequate sewage treatment plant capacity and sewerage capacity to meet the projected needs of industrial growth. Further, to ensure that this capacity is prudently used, the City shall encourage industries which have low-volume and low-strength discharges.
- 3.7.14 Develop zoning ordinance provisions to provide for the following industrial land uses:
1. Light Industry--Uses characterized by low intensity research and development, warehousing and limited manufacturing, and production, processing, assembling, packaging or treatment of food products from previously prepared materials.
 2. Heavy Industry--Uses characterized by the manufacturing, processing or assembling of semi-finished or finished products from raw materials.
- 3.7.15 In order to ensure adequate supply and appropriate phasing of industrial land in the community, property located between Road 76 and Road 92 and north of Riggins shall be designated for Industrial Reserve.
- 3.7.16 In order to achieve a high-quality natural environment, it shall be the policy of the City to encourage industries which demonstrate minimum air quality and water quality impacts and to discourage air quality and water quality impacts, which cannot be offset.

GOAL 4: PROVIDE A VIABLE RANGE OF HOUSING ALTERNATIVES IN THE VISALIA PLANNING AREA

4.1 RESIDENTIAL LAND DEVELOPMENT AND LAND USE

Objectives

- A. Ensure adequate land area is available for future housing needs.
- B. Encourage efficient residential development.
- C. Encourage development of comprehensively planned, compact, well-integrated areas for single-family and multi-family residential development using schools, neighborhood parks, and open space conservation facilities as key planning components.

- D. Provide new residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet projected demand throughout the community.
- E. Identify locations for multi-family developments which are accessible to major transportation routes, mass transit facilities, commercial areas, schools, and recreation facilities.
- F. Protect existing and proposed residential areas.

Implementing Policies

- 4.1.1 Designate residential land area which is adequate to meet the needs of the community over the next thirty years. Residential land in the last two 10-year growth areas shall be designated 'Reserve.' These Reserve areas are to be zoned Agriculture. Reserve areas may be redesignated and rezoned to the appropriate residential land use designation and zone if the following findings are made by the Planning Commission and the City Council:
 - 1. Additional land is necessary to meet the residential land development needs in order to maintain a supply of zoned residential land equal to 130 percent of the total acreage necessary to accommodate total planning area residents projected to the succeeding ten years.
 - 2. The additional land is either adequately served or can be served by planned and programmed public facilities including streets, sanitary sewer, water, police/fire protection, and other urban services and facilities.
 - 3. Land within the existing 10-year growth area is either developed or can not be developed in a time-frame appropriate to meet the needs of the community.
 - 4. Additional land is determined to provide a significant social and economic benefit to the community.
 - 5. Infill has been achieved in the interior of the community consistent with Policy 6.2.3 (5).
- 4.1.2 Encourage the use of site development techniques which ensure that a good mix of housing types is provided through such methods as inclusion of duplexes in low density areas where they can be made to be compatible with surrounding development.

4.1.3 Encourage planned unit residential developments according to the following criteria.

1. The minimum site area for a planned unit development which includes a Convenience Center or a Neighborhood Center shall be 20 acres. Sites less than 20 acres may be considered upon recommendation of the Planning Commission.
2. The minimum site area for a planned residential development shall be one acre. Parcels smaller than one acre may be considered if there are unique site circumstances related to shape, natural features, location,
3. Common usable open space, exclusive of right-of-way and required setbacks, shall be encouraged to the greatest extent possible for recreation and open space purposes.
4. Existing natural features such as Valley Oak trees and community waterways shall be preserved and enhanced consistent with the Conservation, Open Space, Parks and Recreation Element.
5. Density shall not exceed the underlying zoning provisions. Density increases may be granted in accordance with the Zoning Ordinance such as density bonuses or for infill projects, or for affordable housing.

4.1.4 In order to encourage infilling and the use of existing vacant subdivision lots, the City shall develop flexible design standards which meet the intent of the General Plan.

4.1.5 Identify residential areas adjacent to roadways and other noise-sources (i.e., railroads, airport, industry) which require setbacks and/or special sound-proofing to reduce negative noise-related impacts, as identified in the Noise Element. Mitigation measures shall include the following:

- a. The performance standards of the City's Noise ordinance.
- b. Noise mitigation "packages" including the use of setbacks to ensure that the exterior noise levels at the closest building facade do not exceed 65 dB Ldn and interior noise exposure of 45 dB Ldn or below.
- c. For multi-family development, site design techniques shall be used to reduce the need for supplemental noise mitigation requirements. Also, investigate the feasibility of requiring greater

setbacks for multi-family residential development along arterials and collectors as an alternative to walls and fences.

- d. The City shall consider minimizing the development of new residential land uses in the area east of the industrial park and adjacent to other existing major commercial/industrial.

- 4.1.6 Develop design measures to buffer residential development from non-residential land uses. These measures should, at a minimum, include setbacks; roadways; community waterways; landscaping; and land forms such as berming, fences, and walls (See Conservation, Open Space, Recreation & Parks Element's policies on Community Waterways, Wildlife and Natural Vegetation, Open Space Resources, and Park Location and Design).
- 4.1.7 Ensure that natural and open space features such as Valley Oak trees and community waterways are treated as special site amenities which are to be preserved and enhanced in conformity with the Open Space, Conservation, Recreation and Parks Element.
- 4.1.8 Plan and coordinate residential development in close proximity to planned urban facilities and services such as schools, parks, sanitary sewer, water, storm drainage, circulation network, transportation facilities and commercial centers. The area between Akers Road and Shirk on the north side of Hurley may be developed to Low Density Residential uses subject to approval of a master plan for the area for public streets, infrastructure and parallelization.
- 4.1.9 Encourage higher density residential development near employment centers, commercial development and parks.
- 4.1.10 Provide for the continued viability of existing single-family areas in the Core Area of the community and encourage medium and high density residential development in the Central Business District where such uses do not conflict with existing neighborhoods.
- 4.1.11 Promote comprehensively planned and high quality building and site design for multi-family developments with the following criteria:
 - 1. Exterior Elevations - Use design features such as offsets, balconies, projections, landscaping or similar elements to preclude large expanses of uninterrupted building surfaces.
 - 2. Building, Parking, Walkway Separation - Provide privacy, light, air, and access to dwellings within the development by ensuring

adequate distances among buildings, parking lots and driveways, and walkways.

3. Open Space, Landscaping, and Screening - Designate private open space exclusive of required setbacks, right-of-way, and easements within each development for the use of residents. Open space, landscaping and screening should provide outdoor space for the residents and mitigate negative impacts related to land use compatibility between the development and adjacent land uses, noise, lighting, parking (screening and shading), on-site traffic circulation, and preservation of natural features such as waterways and Valley Oaks.
 4. Energy Efficiency - Encourage the following measures: 1) appropriate landscaping materials to provide shade in the summer and protection from the weather in winter; 2) eaves, canopies, awnings along south and west elevations; 3) secured bicycle storage areas with lock-up capabilities.
- 4.1.12 Integrate multi-family development with commercial and professional office uses in Community Centers.
 - 4.1.13 Direct City land use actions toward the maintenance and improvement of established residential areas.
 - 4.1.14 Encourage the repair and maintenance of existing dwelling units.
 - 4.1.15 Review all development proposals for compatibility with surrounding, established residential areas including land use, circulation, and public facilities and services.
 - 4.1.16 Require special site development standards for proposed non-residential or more intensive land uses adjacent to established residential areas to minimize negative impacts on abutting properties.
 - 4.1.17 Rural Residential areas shall be designated to provide opportunities for residential dwellings in conjunction with small-scale farming and animal husbandry or in a semi-rural setting. Rural Residential development (6 persons per acre - up to 2 dwellings units per net acre) shall be directed to areas where:
 1. all urban services (i.e. storm drainage, schools, sidewalks, lighting) may not be required or available;

2. adjacent to agricultural areas where more intensive future urban development is unlikely because of public safety conflicts such as the airport protection area;
3. boundaries between dissimilar land uses (i.e., industrial to residential in the northwest and agriculture to residential in the southwest);
4. in areas where the viability of large-scale agriculture may ultimately be threatened due to the encroachment of non-agricultural uses, and which do not warrant designation to a higher density.

Densities of up to 2 units per acre may be permitted by conditional use permit in the following locations:

- a. Southeast corner of Roeben and Whitendale outside the Airport Protection Zone.
- b. West side of Roeben Road between Tulare and Walnut.
- c. North side of Sunnyview/Ferguson extension between Tommy Road and Akers.
- d. Rural residential area in the southeast.
- e. Laura and Mary Streets between Linwood and Chinowth.
- f. North side of Hurley between Akers and Shirk.
- g. North side of Doe Avenue extension westerly of Akers Road.
- h. Other areas as may be designated as compatible by the City Council upon recommendation of the Planning Commission.

Subject to the following minimum conditions:

- a. Developments will not be permitted to have farm animals.
- b. Full development improvements shall be installed.
- c. Development setbacks and buffering will ensure that there will be no conflicts with adjacent rural residential uses.

One half acre lots shall be allowed in the RA zone through the approval of a conditional use permit if the city determines that the size or shape of

the site limits the development of a standard size subdivision or the approval of 1/2 acre parcels would facilitate infill development.

(Revised 11/21/94 - Resolution No. 94-175)

- 4.1.18 Continue to encourage comprehensively planned Low Density Residential development (up to 21 persons/acre - 2 to 10 dwelling units net acre). Low density developments in excess of 7 units per acre shall only be permitted in the Northeast Specific Plan Area, for selected infill parcels as may be designated by the City Council upon recommendation of the Planning Commission, and in other specific plan areas where standards are established for lot coverage, where it will promote the fulfillment of unmet housing needs for low or moderate income households according to the Housing Element. Usage of duplex or halfplex units shall be encouraged to increase overall densities where they area made to be compatible with the overall residential development.

The Zoning Ordinance shall be amended to permit the use of 5,000 square foot lots, and include development criteria and a review process for them to be integrated with 6,000 square foot lots. The criteria shall include development standards which may include provisions for minimum lot width, setbacks, lot coverage, building mass and other development standards.

The Zoning Ordinance shall be amended to include a definition of "infill parcels" and a process and criteria to permit the use of 5,000 square foot lots on these designated parcels.

(Revised 5/3/93 - Resolution No. 93-44B)

- 4.1.19 Promote Medium Density Residential development (up to 33 persons per acre - 10 to 15 dwelling units per net acre) which typically consists of duplex, triplex and four-plex development for in-fill or new development at local/collector and/or collector/collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres. Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections may also be considered. All proposals in excess of 11 units shall require a conditional use permit. Medium density developments may be permitted on corner lots in single family zones where they can be provided in conformance with Policy 4.1.20. Medium density residential developments may also be used in infill areas where they can be made to be consistent with adjacent properties through the conditional use permit process and contract zoning.

(Revised 6/17/96 - Resolution No. 96-71)

4.1.20 Locate High Density Residential development (up to 58 persons per acre - 15 to 29 dwelling units per net acre) throughout the City at arterial, collector and CBD locations according to the following criteria:

1. arterial intersections - 200-unit maximum on sites ranging from 6.5 to 13.5 acres;
2. arterial/collector intersections - 150-unit maximum on sites ranging from 5 to 10 acres;
3. mid-block arterials - 100-unit maximum on sites ranging from 3.5 to 6.5 acres;
4. CBD - at in-fill locations which do not jeopardize the viability of existing single family areas.
5. High density residential developments may also be used in in-fill areas where they can be made to be consistent with adjacent properties through the conditional use permit process and conditional zoning. Consistency and compatibility with adjacent properties shall be evaluated based on issues including but not limited to: adjacent zoning, adjacent land use, proposed building mass, and the adequacy of public facilities available to the site.

Densities in excess of 20 units/acre will be reviewed on a case-by- case basis and may be approved through a conditional use permit where measurable community benefit is demonstrated and where infrastructure including mass transit facilities is available (or can be made available) to accommodate impacts of increased density. Projects in excess of 11 units shall also require a conditional use permit.

(Revised 7/18/94 - Resolution No. 94-104)

4.1.21 Develop and implement corresponding zone districts that are consistent with residential land use designations.

4.2 HOUSING NEEDS

Objective

- A. Coordinate residential land use planning and housing needs with Housing Element and other adopted plans and programs.

Implementing Policies

4.2.1 Support the Housing Element's ratio of single family to multi-family.

- 4.2.2 Continue to encourage the distribution of low and moderate income housing throughout the community and on smaller sites.
- 4.2.3 Encourage development of housing for senior adults and other special populations (i.e., developmentally disabled and physically handicapped). Locational criteria for these development proposals, at a minimum, should include:
 - 1. Proximity to health care, recreation/cultural, and/or commercial facilities
 - 2. Location on arterial and collectors with access to mass transit routes
 - 3. Aesthetic quality of area, including noise impact compatibility, and open space
- 4.2.4 Continue to provide incentives, such as density bonuses to encourage the development of housing for senior adults, special populations (developmentally disabled and physically handicapped) and low-moderate income households.
- 4.2.5 Promote mobile home park and mobile home subdivision development through updated site design criteria.

GOAL 5: PLAN AND DEVELOP AN EFFICIENT PUBLIC FACILITIES AND SERVICES SYSTEM TO SERVE AS A FRAMEWORK FOR ORDERLY URBAN DEVELOPMENT

5.1 WASTEWATER AND TREATMENT PLANT, SANITARY SEWER, STORM DRAINAGE

Objectives

- A. Coordinate facilities and services planning to implement land use goals and objectives.
- B. Plan the location, cost, and funding of facilities and services in advance of need.

Implementing Policies

- 5.1.1 Update the Wastewater Treatment Plant Master Plan, Storm Drainage Master Plans, and the Circulation Element and any other specific or master plans related to infrastructure development on a periodic basis.
- 5.1.2 Continue to coordinate community waterway issues (i.e., habitat restoration/preservation, storm drainage, irrigation, public access, maintenance) with Kaweah Delta Water Conservation District, irrigation districts, private ditch companies, private landowners, and public agencies.
- 5.1.3 Develop and carry-out an infrastructure and public services assessment during annexation reviews to determine infrastructure needs, feasibility, timing, and financing.
- 5.1.4 Prepare and implement a 50-year sanitary sewer master plan which implements adopted land use goals, objectives and policies and which stresses oversizing to meet long-range demand.
- 5.1.5 Require the development and extension of infrastructure to proposed developments according to adopted elements and master plans. The City shall use reimbursement agreements or other financing techniques to reimburse developments for any oversizing cost which may be required. Projects, which are not contiguous to existing urban development, shall be required to assess the cumulative impact of all non-contiguous development.
- 5.1.6 Develop an updated Circulation Element which integrates and addresses issues of vehicular circulation including consideration of transportation systems management strategies, bikeways, pedestrian walkways, transit and other modes of transportation.
- 5.1.7 Coordinate urban growth management planning with public and private utilities.
- 5.1.8 Implement public facility master plans through various funding mechanisms including assessment districts, user fees, development impact fees, reimbursement agreements and/or other mechanisms which provide for equitable distribution of development costs.
- 5.1.9 Incorporate circulation system monitoring and feasibility studies as part of the annexation review process.
- 5.1.10 Design runoff drainage structures to decrease erosion.

- 5.1.11 Revise and amend the existing Storm Drainage Master Plan to ensure compatibility with the Land Use Element.
- 5.1.12 Urban development in floodway areas shall be developed in accordance with regulations of the Federal Emergency Management Agency.
- 5.1.13 Develop regulations to minimize water quality impacts from stormwater runoff from point and nonpoint sources.
- 5.1.14 Conserve or create groundwater recharge zones.
- 5.1.15 Use pervious material, where appropriate, for selected paving applications. Improvement standards shall be developed to guide the use of such materials.
- 5.1.16 Implement the Storm Water Plan through the following storm water basin locational criteria.
 - 1. Final designated basin locations shall be based on the following factors: hydraulic considerations, land costs, improvement costs, surrounding land uses, property owner cooperation, and the sequencing of development within the service area of the basin.
 - 2. Unplanned basins, not designated on the LUE Map, maybe constructed for temporary or permanent use provided the basins serve as viable alternatives to the recommendations of the Storm Water Master Plan.
 - 3. Upon completion of a new basin, the appropriate designation shall be delineated on the LUE Map through the General Plan amendment process.
 - 4. Designations for unconstructed planned basins maybe removed from the LUE Map, through the General Plan amendment process, upon a determination that the basins are not needed based on hydraulic, funding, and land development considerations.

(Revised 11/21/94 - Resolution No. 94-177)

5.2 LOCAL GOVERNMENT FACILITIES AND SERVICES

Objectives

- A. Provide high quality government facilities and services to the general public. The location of government facilities and services shall be

directed to the Core Area of the community to the greatest extent possible.

- B. Coordinate location of public improvements for other local agencies and districts to maximize service to the general public with an emphasis on their location in the Core Area.

Implementing Policies

- 5.2.1 Continue to plan and provide efficient public safety and leisure/cultural facilities and services for the community.
- 5.2.2 Maintain innovative solid waste service and programs.
- 5.2.3 Support public and private-sector programs for hazardous waste management.
- 5.2.4 Promote the location and expansion of government offices in the Core Area.
- 5.2.5 Encourage location of new fire stations according to the Fire Master Plan.
- 5.2.6 Encourage development of Tulare County facilities in the Core Area.
- 5.2.7 Ensure that the City's Capital Improvement Program is adequate to meet future growth and development needs in conformity with the goals, policies and objectives of the General Plan.
- 5.2.8 Develop and implement a Recycling and Source Reduction Program to further promote recycling.
- 5.2.9 Annually monitor the need for fire services personnel as the planning area develops. Adopt and implement a master for fire services.
- 5.2.10 Annually monitor the need for law enforcement personnel as the planning area develops.
- 5.2.11 Update the City's Emergency Operations plans as needed to address additional development and population growth.
- 5.2.12 Prepare and adopt a Hazardous Waste Management Plan (HWMP). The HWMP shall provide measures which will reduce health and environmental risks associated with exposure to hazardous materials associated with agricultural and industrial land uses.

5.3 PUBLIC SCHOOLS

Objectives

- A. The City shall coordinate the location of school sites in the community with the School District in an effort to assist the School District in providing school facilities at the optimum locations and in a timely manner. The City shall evaluate the impact of proposed projects on the capacity of the school facilities and coordinate exists to serve the needs of existing and planned development.
- B. Provide transportation and recreation opportunities near schools.
- C. Promote schools as focal points for neighborhood areas and as planning elements for new growth areas.

Implementing Policies

- 5.3.1 Coordinate school location and site design with the Visalia Unified School District according to the following guidelines to ensure that adequate facilities are available:

Elementary Schools

Description: Facilities for 700 to 850 students in grades K through 6.

Location: Interior residential areas at collector/local intersection. Additional street frontage desired for transition area to adjacent residences. Abuts neighborhood park with adjacent development backing or siding onto school. Maximize pedestrian and bicycle access and on/off-site circulation.

Service Area: 1/2-mile radius to serve a population of 5,000 to 8,000.

Site Area: 12 to 15 acres

Facilities: Approximately 20 classrooms, administration building, library, multi-purpose building (lunches, recreation, and community meetings), multi-purpose recreation/open space with hard-court play areas and equipment, off-street parking, bus loading/unloading area, and bicycle storage area. Security fencing separates buildings from play areas. Public use of play areas is encouraged.

Middle Schools

Description: Facilities for 850 to 1,000 students in grades 7 and 8.

Location: Residential areas with central location for surrounding area elementary schools at collector/collector or collector/local intersections. Prefer same collector as area high school. Additional local street frontage desired for transition to adjacent residential areas. Maximize pedestrian and bicycle access and on/off-site circulation. No adjacent park facilities.

Service Area: Approximately six elementary schools.

Site Area: 20 to 25 acres.

Facilities: Approximately 30 classrooms and labs; administrative center, library/media center; multi-use buildings /(cafeteria, band, chorus, shops, labs); athletic facilities for football, baseball, track; off-street parking; bus loading/unloading area; and bicycle storage area. Security fencing separates buildings from athletic fields. Public use of athletic fields is encouraged.

High Schools

Description: Facilities for 1450 to 1600 students in grades 9 through 12.

Location: Arterial-collector intersection with additional frontage on two other streets. Prefer same collector as area middle school. Do not locate adjacent to park facilities.

Service Area: Coincides with VUSD service boundaries.

Site Area: 40 to 45 acres.

Facilities: Approximately 40 classrooms and labs; library/media center; administrative building; gym; cafeteria; standard outdoor athletic facilities for football, swimming, soccer, track, ; off-street parking, bus loading/unloading; bicycle storage area. Security fencing separates buildings from athletic fields/facilities. Public use of athletic areas is encouraged.

- 5.3.2 In considering development proposals which have the potential to affect school capacity, the City shall refer such proposals to the School District for review and comment to ensure that adequate school facilities are implemented to serve the proposed developments. Such proposals shall be evaluated through the City's implementation of the California Environmental Quality Act (CEQA) for discretionary and legislative City actions and through referral of Site Plan Review proposals.

Such review shall occur at the earliest feasible discretionary or legislative action such as annexation, General Plan Amendment or zone change to ensure that there is adequate time for the City, developer and School District to identify the appropriate means of constructing and financing the needed additional improvements, if additional improvements are necessary. This analysis shall include an evaluation of existing school capacity, project future capacity, current demand and future demands, and project impact.

In considering legislative or development proposals the City and School District shall require the following measures (in priority order) to the extent such measures are available to mitigate school system impacts.

1. Acquisition of school sites through a school site reservation process;
2. Development and funding under the State's bond funding and State allocation process;
3. Development and funding through available VUSD capital reserves earmarked for such purposes. The City and Redevelopment Agency will continue to cooperate in identifying opportunities for public financing to establish such reserve funds;
4. Development and funding through Mello-Roos Community Facilities District or similar financing;
5. Development and funding through private financing; or,
6. Project denial.

5.3.3 Restrict commercial development near schools so that pedestrian or vehicular access between the two is 1/4 mile or greater.

(Revised 6/17/96 - Resolution No. 96-66)

5.3.4 Discourage development of High Density Residential complexes abutting school sites.

5.3.5 Work with Visalia Unified School District to locate additional continuation schools.

5.3.6 Continue to encourage school multi-purpose facilities and open space for community uses to maximize their utilization.

- 5.3.7 Work with Visalia Unified School District and other area schools to develop and administer land use planning curriculum.
- 5.3.8 The School District shall coordinate its school location, facility construction and phasing with the City's development guidelines contained in the Land Use Element and the City's Capital Improvement Program to ensure that school facilities are located in areas where there are planned and programmed streets, sewerage, storm drainage systems and other necessary infrastructure.

5.4 DAY CARE FACILITIES

Objective

- A. Encourage all-day care centers (children, youth, and senior) and private preschools to provide facilities for year-round care.

Implementing Policies

- 5.4.1 Continue to allow private day-care centers (in accordance with state and county regulations) in residential zone districts where the proposed facility meets the following criteria:
 - 1. Facility does not compromise the residential character of the neighborhood.
 - 2. That is adequate circulation and loading and unloading facilities.
 - 3. There is adequate site area.
- 5.4.2 In conjunction with community parks, develop community centers for each City quadrant with day-care programs.

5.5 HEALTH CARE FACILITIES

Objectives

- A. Facilitate a continued high level of health care services in the community.

Implementing Policies

- 5.5.1 Provide for the expansion of Kaweah Delta District Hospital through continued implementation of the Medical District Master Plan.

- 5.5.2 Plan for additional medical campuses (including ancillary facilities and expansion areas) as may be necessary to meet the incremental needs of future residents.
- 5.5.3 Continue to coordinate land use issues with representatives from the health care community.
- 5.5.4 The City and Redevelopment Agency shall continue to work with Kaweah Delta District Hospital to facilitate expansion of their downtown facility and additional new facilities.
- 5.5.5 Direct new public and private health care facilities to the Core Area.

5.6 TRANSPORTATION

Objectives

- A. Plan and develop a transportation system for Visalia which contributes to community livability, recognizes and respects community characteristics (natural and man-made), and minimizes negative impacts on adjacent land uses.
- B. Promote ways to reduce the number of vehicle-miles traveled in the planning area.
- C. Encourage land use planning which balances the location of housing and employment centers in the planning area.
- D. Implement a monitoring and evaluation program that will provide the data and planning needed to develop an effective and coordinated Capital Improvement Program (CIP) that will provide circulation improvements in concert with development trends.

Implementing Policies

- 5.6.1 Develop a long-range transportation master plan for the City which:
 - a. Integrates various modes of transportation including auto (access, circulation and parking), bicycle, pedestrian, mass transit, regional rail, and air.
 - b. Provides special consideration for energy-efficient transportation alternatives.
 - c. Provides for transportation system management and trip reduction methodologies.

- 5.6.2 Locate commercial and industrial land uses adjacent, or in close proximity, to residential uses to reduce vehicle trips and vehicle miles traveled.
- 5.6.3 Develop and implement the Visalia Parkway to supplement the City's arterial/collector grid and to be a community image feature. Development and improvements guidelines shall include:
 - a. A minimum 150'-wide right-of-way with at least two travel lanes in either direction, controlled access, special median and right-of-way landscaping.
 - b. Adequate right-of-way for high-occupancy-vehicle and/or dedicated mass transit (e.g. bus, light rail) lanes.
 - c. Adequate right-of-way and development standards to permit effective mitigation of noise, glare, and circulation impacts.
 - d. Grade-separated crossings, on- and off-ramps and special landscaping treatments shall be utilized at the parkway's intersection with State Highway 198 and with Mooney Boulevard.
 - e. Pending development of the Visalia Parkway north of the St. John's River, the St. John's Parkway from McAuliff to Dinuba Blvd. shall serve as the northerly Parkway connector.
- 5.6.4 Work with TCAG, the City of Tulare, and Caltrans to plan and develop an expressway between Visalia and Tulare for regional circulation.
- 5.6.5 Where appropriate, encourage multi-level parking structures adjacent to major traffic generators.
- 5.6.6 Develop a method to reduce parking requirements for development proposals which integrate transit facilities, for areas with demonstrated shared parking and/or in association with transportation management systems.
- 5.6.7 Provide for the convenient location of public facilities with shared parking and access to mass transit.
- 5.6.8 Promote efficient and conveniently located transportation facilities such as the airport's intermodal terminal and a CBD mass transit transfer center.
- 5.6.9 Develop design and development standards to improve transit in the community such as wider sidewalks to accommodate bus stops and bus shelters at intersections; bus pads with shelter and shading vegetation;

widened rights-of-way for buses; dedicated bus lanes; on-site transit stops for commercial public, institutional and industrial facilities; and, bus facilities adjacent to day-care centers, schools, and major residential areas.

- 5.6.10 Support regional high-speed inter-city rail development and service.
- 5.6.11 Promote efficient traffic signalization of intersections including signal timing coordination in order to increase traffic carrying capacity of roadways to decrease air pollution and congestion.
- 5.6.12 Develop and implement safe and efficient pedestrian and bicycle facilities through development and adoption of a pedestrian and bicycle facilities master plan.
- 5.6.13 Investigate the feasibility of using existing railroads for rail passenger service; if such facilities are abandoned, explore their use for bike paths, pedestrian trails, and/or new or expanded roadways.
- 5.6.14 Prepare an inventory of roadway capacity on critical segments, and intersections to adequately anticipate future impacts.
- 5.6.15 Identify street segments and intersections that are operating worse than the standard contained in the Circulation Element.
- 5.6.16 The City shall annually monitor traffic volumes on selected street segments and at selected intersections to determine if there has been a significant increase in volumes and degradation in the level of service. Where there appears to be an increase that causes the segment or intersection to approach the minimum level of service specified in the Circulation Element additional counts and studies shall be conducted and an improvement plan developed.

When considering proposed developments, the City shall make one of the following findings:

- a) The circulation system segments, intersections and interchanges impacted by the proposed development will operate above the minimum level of service specified in the Circulation Element with project-added traffic, or that there will not be a net degradation of the level of service. Where proposed projects are not contiguous to existing development within the City, the traffic/circulation analyses shall address the cumulative impacts of the project plus all intervening undeveloped areas.

- b) Project(s) in the CIP will provide sufficient capacity on the circulation system segments, intersections and interchanges impacted by the proposed development so that the system will operate at or above the minimum level of service specified in the Circulation Element with project-added traffic.

The City shall be responsible for managing and coordinating all traffic studies to ensure consistency.

- 5.6.17 Maintain current Urban Reserve designation for areas outside the projected 2010 UDB in order to retain flexibility in future land use planning.

GOAL 6: MANAGE PLANNING AREA GROWTH TO BE CONTIGUOUS AND CONCENTRIC FROM THE CITY'S CORE AREA.

6.1 GENERAL GROWTH MANAGEMENT

Objectives

- A. Provide for an orderly and efficient transition from rural to urban land uses.
- B. Minimize urban sprawl and leap-frog development by encouraging compact, concentric and contiguous growth.

Implementing Policies

- 6.1.1 Promote development of vacant, underdeveloped, and/or redevelopable land where urban services are available.
- 6.1.2 Identify and use natural and man-made edges such as major roadways and waterways within the City's Urban Area Boundary as urban development limit and growth phasing lines.
- 6.1.3 Preserve and enhance the planning area's natural features and resource lands.
- 6.1.4 Utilize Rural Residential land uses as a buffer and transition between agricultural uses and urban development.

- 6.1.5 Develop a land development information system for the City's planning area and provide information on Visalia's annual growth and implementation of the General Plan's goals, objectives, and implementing policies.
- 6.1.6 Promote the preservation of permanent agricultural open space around the City by protecting viable agricultural operations and land in the airport and wastewater treatment plant environs.
- 6.1.7 Encourage the use of regional parks and open space to enhance gateways to the City's planning area and as a buffer between adjacent communities.

6.2 URBAN BOUNDARIES

Objective

- A. Implement and periodically update a growth management system which will:
 - 1. guide the timing, type, and location of growth
 - 2. preserve resource lands
 - 3. protect natural features and open space
 - 4. encourage techniques which encourage energy conservation

Implementing Policies

- 6.2.1 Establish an Urban Area Boundary (UAB) which identifies the City's sphere of influence or its ultimate physical boundary and service area for the next thirty years plus an agricultural buffer area comprising of an additional 30 percent of the urban growth area.
- 6.2.2 Discourage new or expanded urban development in the area between the UAB and thirty year Urban Growth Boundary as this largely agriculture resource land is not generally suited for urban uses.
- 6.2.3 Establish Urban Development Boundaries (UDB's), to accommodate estimated City population for the years 2000, 2010, and 2020, as the urbanizable area within which a full-range of urban services will need to be extended to accommodate urban development. These boundaries shall be established based on the following factors:

1. Adequate residential, commercial and industrial capacity for the projected population.
2. Inclusion of a thirty percent (30%) vacancy factor ("flexibility factor") for residential development and a twenty percent (20%) vacancy factor for commercial development.
3. Adequacy of infrastructure including existing and planned capacity of sewerage system, treatment plant, water system, schools, roadways, and other urban services and facilities.
4. Community growth priorities.
5. Progressive increase in the percentage of buildout in existing developed areas of the community, to a maximum of 90 percent buildout. Compliance with this policy shall be according to the methodology described in Appendix C.

Expansion of the urban development boundary shall be accomplished through amendment of the Land Use Element and be based on the above findings.

- 6.2.4 Periodically adjust, no less frequently than once every five years, the land use and economic demand projections used to determine population estimates, needed land supply and amendments to Urban Development Boundaries.
- 6.2.5 Annexation to the City is the appropriate method for urbanization within the Visalia Urban Area Boundary.
- 6.2.6 Annexation of land outside of the current Urban Development Boundary may be permitted only if:
 - a. the proposal is required for orderly and efficient land use planning with Visalia's planning area, and
 - b. the land is designated consistent with the City's Land Use Element Map.

6.3 AGRICULTURAL LAND PROTECTION

Objective

- A. Protect agricultural land from premature urban development.

Implementing Policies

- 6.3.1 Continue to maintain a 20-acre minimum for parcel map proposals in areas designated for Agriculture to encourage viable agricultural operations in the planning area.
- 6.3.2 Work with Tulare County to discourage parcelization of agricultural land outside of the current Urban Development Boundary and to encourage the use of agricultural preserves, where they will promote orderly development.
- 6.3.3 Maintain and update the City's agricultural preserve program.
- 6.3.4 Increase residential densities to reduce the need for conversion of prime agricultural land. Techniques to be utilized include usage of mixed use planned unit developments, integration of duplexes in single family subdivisions and development of properties to, at least, the minimum densities specified in the Land Use Element and map.
- 6.3.5 A Right-To-Farm Ordinance should be pursued.

6.4 GROWTH MANAGEMENT COORDINATION

Objective

- A. Coordinate growth management planning and implementation among Visalia, Tulare County, and the surrounding cities of Tulare and Farmersville.

Implementing Policies

- 6.4.1 Work with Tulare County to develop and adopt a Visalia-Tulare County urban growth management agreement that implements the Visalia General Plan and outlines the process for review and action on development proposals and implementing programs within the Visalia Urban Area Boundary.

This urban area management agreement should include, at a minimum:

- 1. Design and development standards for the Goshen Community.
- 2. Compatible land use plans for Goshen and Visalia and Tulare County.

3. Review and modification, where appropriate, of permitted and conditional uses in the County's agriculture zone and application of the County's Rural Valley Lands Plan for urban uses.
 4. Responsibilities for review and approval of County development proposals.
- 6.4.2 Encourage Tulare County to strictly limit the establishment of new or expansion of existing development in the Visalia Urban Area Boundary.
- 6.4.3 Begin planning between the City and Tulare County to annex Goshen by the year 2000. In order to ensure conformity with City and Goshen development standards and land uses, it is recommended that the Redevelopment Plan for the Goshen area be reviewed so that industrial development is sensitive to the community image, and residential neighborhood integrity. A specific plan should also be developed to address site development requirements, architectural review, setbacks, landscaping, to ensure long-term compatibility between development standards.
- 6.4.4 Promote development of a master plan to clarify growth and development issues (i.e., land use compatibility, open space, circulation) with the cities of Tulare, Farmersville, and Tulare County for an area generally bounded by Avenue 272 to Avenue 256 between SH 99 and Road 156.

GOAL 7: IDENTIFY ISSUES OR AREAS WHICH HAVE SIGNIFICANT IMPACT ON THE VISALIA PLANNING AREA AND REQUIRE SPECIAL ATTENTION.

7.1 COLLEGE OF THE SEQUOIAS

Objectives

- A. Encourage and facilitate the implementation of the COS Master Plan.
- B. Promote City and COS efforts to resolve land use compatibility

Implementing Policies

- 7.1.1 Facilitate the implementation of the COS master facilities plan.

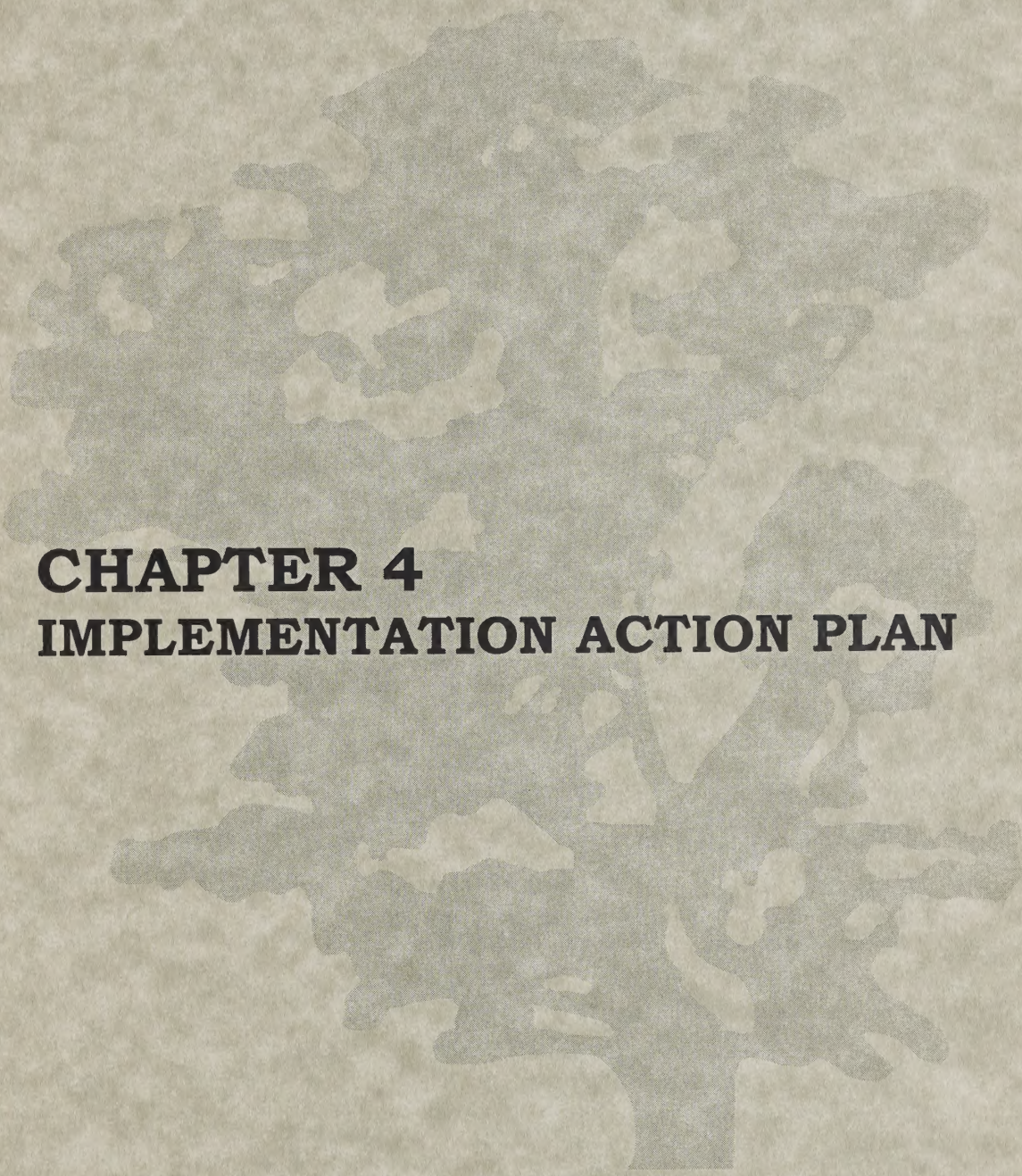
made to the Planning Commission and City Council on the status of the implementation of the general plan, in conformity with State law.

- 8.1.4 Prepare, update, and implement master and specific plans that implement the Land Use Element.
- 8.1.5 Ensure consistency between the Land Use Element map and text as well as among other General Plan elements.
- 8.1.6 Where feasible and necessary, utilize public improvement financing mechanisms such as assessment districts, reimbursement agreements, special tax districts, and other such mechanisms to ensure that necessary infrastructure is provided in a timely manner. Such financing agreements or mechanisms should be established prior to annexation, where possible.
- 8.1.7 The Zoning Ordinance and other land development and land use development regulations shall be amended, where necessary, to be in conformance with the goals, objectives, policies and map of the Land Use Element.

The Planning Commission shall interpret the General Plan goals, objectives, policies and land use maps when applying zoning to property to consider issues such as parcel configuration and orientation.

(Revised 5/3/93 - Resolution No. 93-44B)

- 8.1.8 Periodically review, no less frequently than once every five years, the land use and economic demand projections to determine the adequacy of the planned supply of land for urban development.
- 8.1.9 Perform a comprehensive update of the Land Use Element, no less frequently than once every ten years.



CHAPTER 4

IMPLEMENTATION ACTION PLAN

CHAPTER 4: IMPLEMENTATION ACTION PLAN

PURPOSE

To expedite the development permitting process this action plan identifies the work tasks necessary to implement the Land Use Element, establishes work priorities, and identifies target completion dates and responsible departments and divisions. It is the objective of this action plan to expedite the permitting process, thereby increasing the inventory of developable property while addressing intermediate- and long-term changes to regulations, code modifications and completion of planning projects necessary for the effective implementation of the Land Use Element, within the City's finite staff and financial resources.

ISSUES

Implementation of the Land Use Element will take a coordinated effort on the part of the private sector, public sector agencies, including the City, County, School Districts and utility companies. And, within the City organization, different departments and divisions will be responsible for completion of various studies, ordinance changes, master and specific plan amendments, development of new master and specific plans, development of financing agreements and

procedures, implementation monitoring and special studies. This action plan identifies a three-year work program to expedite these necessary changes.

Special master plans and other general plan elements contain the detailed design, implementation and fiscal analysis associated with development and implementation of the Land Use Element. Once the Land Use Element is adopted, these master plans and elements will need to be amended to be in conformity with the Land Use Element. This chapter, therefore, does not address the specific design considerations and fiscal analysis which are typically contained in those master plans and elements; rather, it provides a comprehensive work program for the next 3 years to ensure completion of all tasks.

A general description of the issues associated with implementation of the Land Use Element is provided below. These issues have been developed based on the following services:

- Specific policies contained in Chapter 3 of the Land Use Element which direct that certain modifications be made or studies undertaken;
- On-going development coordination and infrastructure financing issues;
- State-mandated changes in ordinances, regulations, or procedures; and
- On-going intergovernmental coordination issues.

The Action Plan is broken down into the following general categories:

- Zoning Ordinance update;
- Specific and master plan preparation and amendment;
- General Plan Element updates;
- Public facilities and infrastructure financing;
- Permit processing priorities;
- Intergovernmental coordination; and
- Implementation monitoring.

The issues and tasks associated with each of these categories are summarized below:

ZONING ORDINANCE UPDATE

Various changes will need to be made to the Ordinance as directed by the policies in the Land Use Element. Some of these directed changes are for the

creation of new zones to correspond to the new land use designations; others are for modifications to existing zones to reflect new development opportunities. Still others have been mandated by State law to ensure conformity with the adopted general plan. The zone maps will also have to be updated to reflect land use designation changes.

General modifications will include a requirement that zoning be consistent with general plan (along with a consistency matrix) and reformatting to ensure readability (policy 8.1.7). Additional provisions are to be developed to provide for transfer of development rights to implement open space conservation, Community Center and Business Research Park policies, and modification of the PUD ordinance to facilitate its use on large-scale development projects (Policy 4.1.3).

Residential

Various changes are directed to the residential designations. These changes, along with the implementing policy reference, are summarized below:

Rural Residential

Modification of the zone to provide for higher development standards, especially with regard to storm drainage and sewer service and variation in density from 1/2- acre to 5-acre minimum lot sizes. Also, changes to direct that this area should be used for interface with agriculture or permanent "edges" (Policy 4.1.17, 4.1.21).

Multi-Family Residential

Changes are directed which modify the maximum site size and development intensity, location of developments, and site design criteria to be used during consideration of site plans and building permits. (Policies 4.1.13, 4.1.19, 4.1.20, 4.1.21)

General residential modifications will include re-evaluation of existing development standards, usage of modified residential standards and use of the R-1-4.5 zone (Policy 4.1.18).

Commercial

Commercial designations are directed to receive a comprehensive review and modification to assure that the goals, objectives, and policies of the Land Use Element are achieved. These include modification of the permitted and conditional uses in existing zones, creation of new zones for new categories

such as Historic Preservation Conversion areas, garden office zone, Business Research Parks, Commercial Centers and convenience commercial zones. General changes are as follows:

- Convenience Commercial: Changes are directed to create locations for high-amenity convenience stores at selected locations (Policy 3.5.5).
- Shopping Office Zones: This zone would replace the existing C-2.5 zone and designate areas for retail and office development. Service commercial uses in the current C-2.5 zone would not be permitted (Policy 3.5.7).
- Regional Retail: Changes would be made which would eliminate certain neighborhood commercial uses from the C-2 zone (Policy 3.5.10).
- Community Centers: A Community Center zone would be created to implement the provisions of Policy 3.5.8 creating the purpose, generalized permitted uses and design/development goals.
- Service Commercial: A new service commercial zone will be created which eliminates industrial uses from the service commercial zone. This would "uncombine" the combining zone created in 1976 (Policy 3.5.17).

Office

The existing Professional/Administrative Office Zone will be separated into four distinct zones, each representing a different type, scale and intensity of office development: 1) Garden Office; 2) Historic Preservation Conversion zone; 3) Business Research Park; and 4) Professional/Administrative Office. These zones are described below:

- Garden Office: Low rise offices with high amenity development standards (Policy 3.6.2).
- Historic Preservation Conversion: Areas appropriate for conversion of older structures to office uses. Principally in or adjacent to the downtown, with special design standards for parking, access, and landscaping (Policy 3.6.1).
- Business Research Parks: New zone for large-scale uses ranging in minimum lot size of one acre to ten acres. Low intensity, high amenity, with special treatment of adjacent natural amenities (Policy 3.6.3).
- Professional/Administrative Office: Zone would be modified for higher intensity office uses, such as in the downtown (Policy 3.6.2).

Parking

Parking requirements are to be reviewed for all developments, but special attention is directed to parking facilities in conjunction with shared parking facilities (Policy 5.6.7), parking structures adjacent to major traffic generators (Policy 5.6.5), parking reduction incentives for integration of transit facilities (Policy 5.6.6) and parking lot development requirements for shading (Policy 1.1.15).

Open Space

State law (Government Code 65910) mandates the inclusion of an Open Space Zone to implement the Open Space Element and related components of the Land Use Element. This zone would include agriculture, conservation areas, special habitat areas, and areas subject to safety issues, such as the airport and waste water treatment protective areas.

Airport

The draft Airport Master Plan contains compatibility criteria and an airport influence map which are substantially different than those contained in the existing Airport Zone. The Airport Zone shall be amended to be in conformity with the Airport Master Plan.

Design Districts

The City's existing design districts will have to be extended to new development areas of the community. In addition, special supplemental design standards are to be developed for Visalia's gateways as specified in Policy 1.1.11.

Also a special design district shall be developed to prescribe setbacks and development conditions to be imposed on projects located within the influence area of high power transmission lines (Policy 1.1.5).

SPECIFIC AND MASTER PLAN PREPARATION AND AMENDMENTS

Specific Plans

The City currently has in effect two specific plans which regulate development in specific geographic areas of the community: 1) West Visalia Specific Plan; and 2) Northeast Specific Plan. Both will need to be amended to be in conformity with

the Land Use and development regulations designated in the Land Use Element (Policy 8.1.4). Additional plans are proposed for the following areas:

- South Mooney Area: Area from Akers to Court and Liberty to Caldwell in conjunction with Tulare County and City of Tulare (Policy 6.4.4).
- Business Research Park: West side of Ben Maddox between Main Street, Burke and Douglas in conjunction with a mixed use specific plan for the Ben Maddox corridor. Such specific plan shall include the area bounded by Main Street, Houston Avenue, Cain Street and Burke Street (Policy 3.6.3).
- Community Centers: Implementation of community centers will require specific plans to implement augmented design standards, integration of commercial and non-commercial uses and transfer of development rights. Specific plans shall also specify reservation of certain properties for quasi-public uses (Policy 3.5.8).
- Industrial Park: A specific plan shall be developed which identifies the permitted minimum lot sizes, extension of infrastructure and mitigation of projected environmental impacts (Policy 3.7.3).
- Visalia Parkway: A specific plan shall be developed to determine the right-of-way geometric, landscaping and lighting design, specific roadway alignment, including optimum location of curvilinear connections, and traffic and intersection control, and it's phasing and financing (Policies 5.6.3, 1.1.12).

Master Plans

Existing master plans will have to be modified to implement the provisions of the Element. These existing master plans include the Modoc Master Plan (which is proposed to be repealed), and the Medical District Master Plan (Policies 5.5.1, 1.1.1). Additional master plans will include:

- Ben Maddox Corridor: Located along the Ben Maddox corridor between Main Street and Houston Avenue. In order to designate roadway alignments, mix of land uses and conceptual layout of major development sites (Policy 3.5.3).
- Mooney Boulevard: This plan, which would replace the City's existing Mooney Master Plan, would designate proposed right-of-ways, mix of land uses and conceptual layout for major development sites (Policy 3.5.10).
- CBD East: This master plan will cover the area north and east of the Convention Center and would identify layout of buildings and parking,

location for future public parking, design standards for public open space, and waterway conservation, and pedestrian amenities (Policy 3.2.3).

- Street Tree Plan: The draft street tree plan shall be finalized to include guidelines for development of street trees along City collectors and arterials (Policy 1.1.10).

GENERAL PLAN ELEMENT UPDATE

Virtually all of the general plan elements shall be reviewed for consistency. Several elements which have recently been amended, including the Circulation Element and the Conservation, Open Space, Parks and Recreation Element, will also have to be reviewed and amended to ensure consistency. General Plan Elements to be reviewed include:

- Circulation Element.
- Open Space, Conservation, Parks & Recreation Element.
- Safety Element (major update).
- Housing Element (major update).
- Urban Boundaries (to be included in Land Use Element).
- Noise Element (major update).
- Scenic Highways Element (major update).
- Historic Preservation Element (major update).

Special attention shall be made to the Circulation Element since the Circulation Element must demonstrate that it prescribes a circulation plan which will accommodate the increased demands resulting from the contemplated changes in land use. This "correlation" requirement is crucial to the implementation of the Land Use Element (Policy 5.1.1, 5.1.6).

In addition, the updated Circulation Element is to include an updated bikeway plan (Policy 5.6.12), evaluation of the feasibility of a Visalia/Tulare Expressway (Policy 5.6.4), and transit requirements for development (Policy 5.6.9).

In addition to the roadway financing plan contained in the existing Circulation Element, additional consideration will need to be given to costs for the widening of existing bridges, construction of new bridges, and railroad crossings. Financing of the facilities, as permitted in Section 66484 of the Government Code, or other financing mechanisms should be established as part of this update.

Modification of the Land Use Element map may not occur, except by City Council initiation, for a period of one year after the date of approval of the Land Use Element. Such amendments shall be for the purpose of ensuring that the Land Use Element map furthers the Element's goals, objectives and policies and are in the public interest.

The Historic Preservation Element shall also be amended with an evaluation of the Homebuilders Addition south of Noble.

PUBLIC FACILITIES AND INFRASTRUCTURE FINANCING

Master plans and procedures exist to accommodate infrastructure development needs specified in the Storm Drainage Master Plan, the Circulation Element, the Treatment Plant Expansion Master Plan and the Parks Element. However, implementation of the Land Use Element will necessitate comprehensive evaluations and updates to these plans. In addition, supplemental implementation provisions shall be added to City procedures for school facility reservation. Provisions shall also be made to ensure that adequate sites are available to accommodate public facilities. Issues associated with these public facilities and their financing are described below.

Sanitary Sewer Collection System

The existing sanitary sewer system provides for the buildout of the Northeast Specific Plan area, buildout of the 1988 Urban Improvement Boundary, allowance for development in the industrial park plus some nominal unused capacity in existing trunk lines. There is estimated to be sufficient capacity, with minor extension of mains, for a 3- to 5-year period. The current service area that can be accommodated by existing sewer services is indicated on Figure 4-1.

Figure 4-2 illustrates possible sewer line extensions to serve the remaining area. Implementation of the Land Use Element beyond the estimated 3- to 5-year period will therefore require preparation of a sanitary sewer collection system master plan to identify the following:

- Identify sewer service areas to be used for trunk line financing;
- Select best trunk line extension alternatives;
- Establish financing costs and a financing plan including development impact fees, and/or utility fee increases; and
- Design and construct new trunk lines.

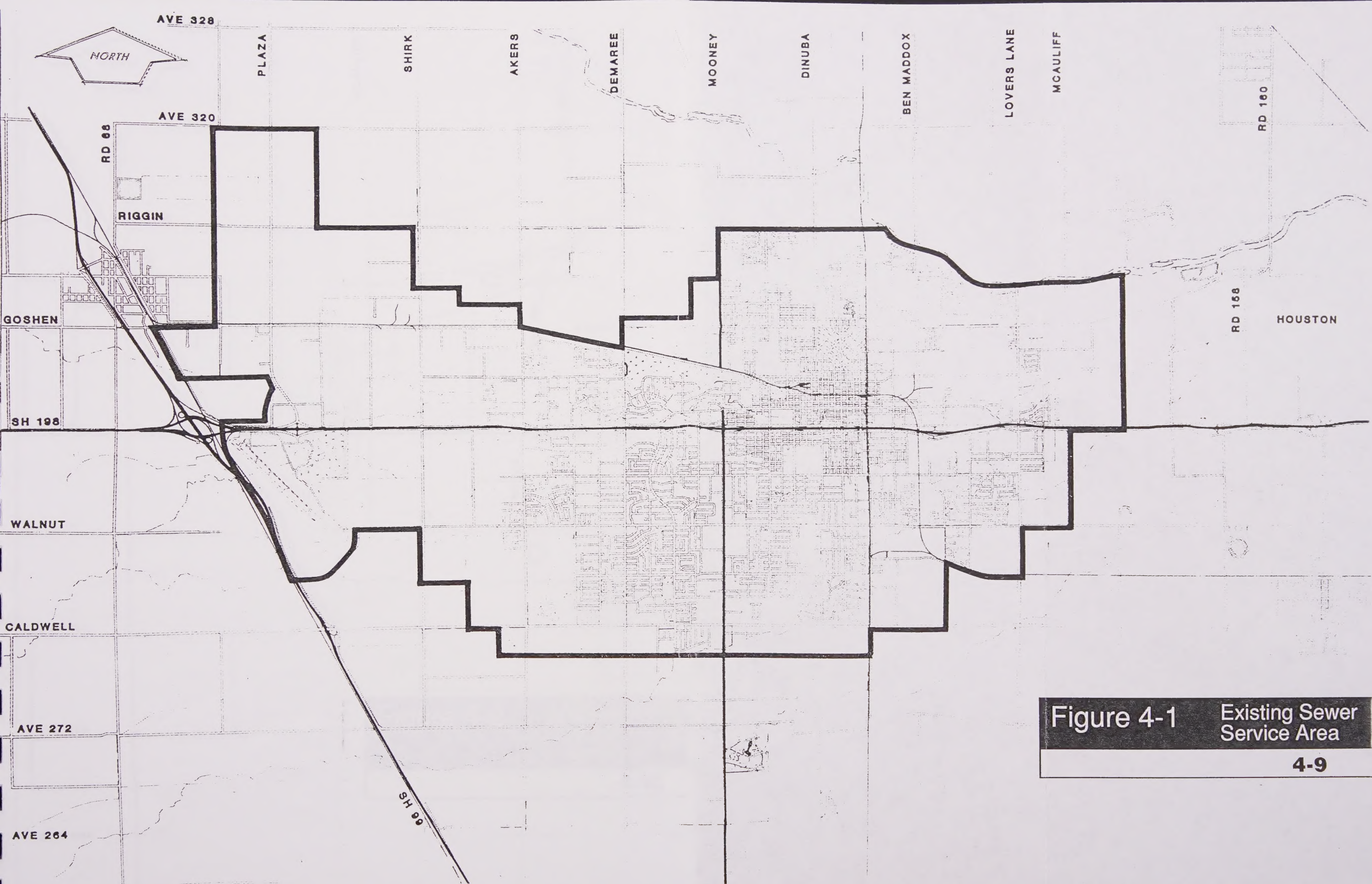


Figure 4-1 Existing Sewer Service Area

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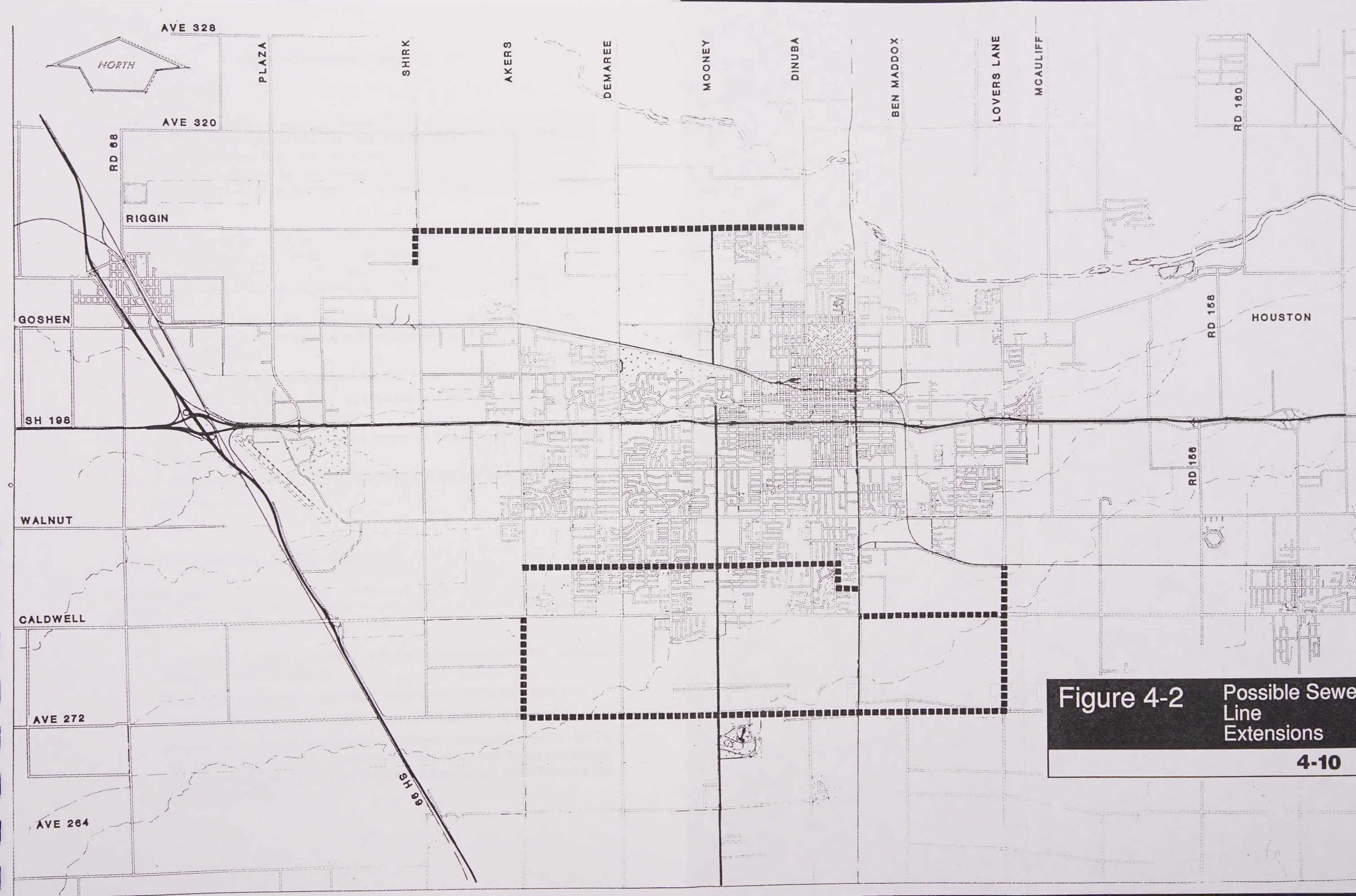


Figure 4-2 Possible Sewer Line Extensions

4-10

Storm Drainage

The City adopted a Storm Drainage Master Plan in early 1989 which identified planned facilities to accommodate development within the then-adopted Urban Improvement Boundary. The plan will need to be re-evaluated to determine whether additional facilities are necessary within the 1988 Urban Improvement Boundary, due to changes in intensity of land uses, and facilities needed for new growth areas.

In the short-term, storm drainage can be handled in temporary basins and will not restrict development. Update of the Storm Drainage Master Plan is prescribed by the Plan (Policy 5.1.1). Other issues with regard to long-term storm drainage which should be addressed as part of the master plan update are:

- Development of a written Memorandum of Understanding between the Storm Drainage Fund representatives and Recreational Facilities Funds representatives on:
 - standardized development models for park/pond basins; and
 - land acquisition and improvements financing agreements for development of park/ponds;
- Size, design and location of major detention, retention and ground water recharge facilities.
- Evaluation of necessary storage capacity and future expansion areas.
- Financing plan.

Park Acquisition and Development

The City adopted a Conservation, Open Space, Parks and Recreation Element in 1989 which addressed future needs for parks to the year 2020. On-going and future issues to be addressed are:

- coordination of park acquisition and development with storm drainage facilities, as described above;
- trade of City property for acquisition of southwest community park site;
- evaluation of current park acquisition and development fees; and
- implementation of a park reservation ordinance pursuant to Section 66479 and Section 66480 of the Government Code to ensure timely processing of development proposals while providing a logical and predictable capital budgeting process.

Schools and School Sites

The updated Land Use Element provides a higher degree of specificity in determining the location and type of needed school facilities. Policies 5.3.1 through 5.3.8, inclusive, direct development criteria for elementary, middle and high schools. One of the objectives of the Land Use Element is to identify and reserve the optimum sites for school development, as they are key components to the social, physical, and recreational "fabric" of Visalia's neighborhoods.

The school districts operate under timing and budgetary constraints for the acquisition of school sites. In order to ensure that there is a predictable procedure for consideration and acquisition of school sites, the following implementing actions shall be taken:

- Adoption of a referral policies to the school district to identify school impacts associated with residential subdivisions.
- Adoption of a referral process for acquisition of identified school sites. This process shall also include adoption of an ordinance, pursuant to Government Code Section 66478 for acquisition of school sites.
- Formation of a financing agreement with the school district and the redevelopment agency for usage of school district special funds. In order to assess the overall impacts of a proposed development, the capability of it being served by public facilities, a public facilities impact report format shall be developed and adopted for use during annexation review (Policy 5.1.3).

Circulation

In addition to the Circulation Element update issues and actions identified above, several specific roadway alignment studies shall be undertaken. These studies shall include:

- "Caldwell Bypass" from Court to County Center;
- Ben Maddox Way from Caldwell to Houston;
- Houston Extension from Demaree to Shirk;
- Ferguson Extension from Dinuba Boulevard to Linwood;
- St. John's Parkway extension to the St. John's River;
- Doe Avenue Extension between Shirk and Demaree;
- Linwood Avenue Extension from Riggins to Houston;

- Alignment of Freeway 198 between County Center and Shirk Road;
- Parkway alignment
- Roeben Road south of Walnut Avenue

Financing and Reimbursement Agreements

Implementation of the Land Use Element will require additional infrastructure financing mechanisms. Policies 5.1.5 and 5.1.8 direct that infrastructure extended to a development contain any supplemental size, capacity, number or length "oversizing" that is identified in adopted master plans and general plan elements. These policies also direct that the financing of such oversizing be through reimbursement agreements, assessment districts, user fees, developer impact fees, and/or special taxes.

As the City grows into areas not currently served by existing infrastructure, successful implementation of the plan will depend on new methods of financing of oversized improvements. Issues associated with such long-term financing are as follows:

- The City's existing development fees system provides a "pay-as-you-go" method of financing infrastructure and provides limited current resources to finance oversize costs that will be reimbursed from future developments. The experience of the Northeast Specific Plan and fund over the last 10 years is indicative of the cash flow problems associated with financing infrastructure oversizing needs from developer fee revenues.
- Formation of special assessments or Mello-Roos Districts for financing such facilities is preferred. Such methods often require the participation and cooperation of multiple property owners and would involve agreements for self assessment prior to development. While this method of financing is most preferable, reimbursement agreements shall also be used to facilitate development for individual pieces of property.
- The City's long-term objective of "minimizing urban sprawl and leap-frog development by encouraging concentric and contiguous growth" (Objective 6.1(B)) can only be achieved by providing financial disincentives, as well as regulatory control, to development which is not contiguous to existing developed properties.
- "Upfront" City participation in infrastructure financing should be limited to existing developed areas of the community where "remedial improvements" are needed for roadway, sewers, storm drainage, etc., to facilitate development in high priority growth areas and for which City and

Redevelopment Agency participation are the only reasonable sources of financing.

To ensure that infrastructure financing is undertaken in a manner consistent with Land Use Element policies, the following actions, in addition to those specified in various master plans and general plan elements, shall be taken:

- Development of a standardized reimbursement agreement pursuant to the provisions of Sections 66485 and 66486 of the Government Code and the City's Subdivision Ordinance.
- Review of existing development impact fees to ensure adequate provisions are made for financing costs of reimbursement agreements.
- Identify "service areas" in new growth areas to facilitate use of Mello-Roos and assessment district financings. Highest priority shall be given to such service areas in the northwest and southeast growth quadrants.

PERMIT PROCESSING PRIORITIES

Implementation of the Land Use Element will involve the designation of over 5,300 additional acres for urban development over the next 10 years. Much of this area, however, involves existing constraints to development including existing airport operations conflicts, sewerage capacity and agricultural preserves.

Airport Operations

The Green Acres Airport (see Figure 4-3) for many years served as a constraint to any further development in the northwest quadrant of the community. Although not a component of the County's Airport Master Plan, it operated under a lease agreement with the Green Acres Land Company. Due to noise and safety conflicts, further development in the northwest quadrant is restricted until the operations at the airport are finally and permanently terminated. A specific plan was processed for "Country Club Estates" located between Mooney and Demaree north and south of Houston. Pursuant to that plan the airport ceased operation in January 1991.

Sewerage Capacity

As illustrated previously in Figure 4-1, a limited area can currently be served by the sewer collection system. Alternatives for extension of new trunk lines will be

explored during the sanitary sewer master plan update. And, once a financing mechanism is established, design and construction of these facilities may take 6 to 12 months. Of critical importance to facilitate development in the immediate future is the extension of the "Whitendale Line" and the "Riggin Line".

Agriculture Preserve Cancellation

Figure 4-4 illustrates known non-protested agriculture preserves located within Visalia's Urban Area Boundary. If originally protested by the City when first formed, these preserve contracts become null and void upon annexation. If, however, these preserves were not originally protested by the City, State statutes and Case Law mandate that certain findings be that such cancellations are in the public interest, and that an early cancellation penalty be paid. Cancellation of non-protested preserves requires specified procedures and environmental findings, which are normally established through adoption of a standardized Preserve Cancellation process. Establishment of this procedure will be necessary as several non-protested preserves are located in the Urban Area Boundary.

One of the principal objectives of this action plan is to expedite development projects which are in conformity with the Land Use Element and which are not subject to significant development constraints. By giving such projects higher priority than those subject to other development constraints, the application of "finite" City staff and financial resources will result in the most direct and immediate increase in Visalia's inventory of developable land. In order to achieve this objective, the following actions shall be taken:

- Completion of an agriculture preserve cancellation procedure;
- Complete identification of all non-protested agriculture preserves in the Urban Area Boundary;
- Annexations, development proposals and proposed subdivisions located within the sewer service area indicated on Figure 4-1 shall be given high priority;
- If the closure of the Green Acres Airport is finalized, development proposals in the northwest quadrant, but within the existing sewer service area described in paragraph 3 above, shall be given high priority;
- A standardized infrastructure impact report shall be developed to appraise infrastructure availability;
- Adjust permit process fees to reflect actual costs.

INTERGOVERNMENTAL COORDINATION

Successful implementation will depend on a high degree of intergovernmental coordination actions shall include:

- Request for adoption of Land Use Element, its land uses, growth boundary policies, etc., by the County of Tulare;
- Development of a joint development review process for City and County developments (Policy 6.4.1);
- Development of a master plan for growth in South Visalia (Policy 6.4.4);
- County adoption of the City's Airport Master Plan and land use compatibility criteria (Policy 7.2.3);
- Formation of a City-County Airport Land Use Commission (Policy 7.2.2).

IMPLEMENTATION MONITORING

Developments shall be in conformity with the provisions of the Land Use Element and the Land Use Element shall be periodically amended to ensure that it addresses the short- and long-term urban growth needs of the community. Also, in order to ensure that an adequate inventory of developable land is available, periodic review of the plan's actual buildout and conformity of growth projections with actual growth. Also, successful implementation of the plan will require a heightened level of coordination of City capital expenditures, environmental impact mitigation measures, and development review.

In order to establish an adequate implementation monitoring program the following actions shall be taken:

- Establishment of a land use information data base and preparation of an annual land development formation report (Policies 8.1.3, 3.1.4, 6.1.5).
- Establishment of an annual schedule for general plan amendments (Policy 8.1.2).
- Establishment of a five-year review of the buildout of the Urban Development Boundary (Policies 8.1.8, 3.7.12, 6.2.4).
- Establishment of a ten-year comprehensive review of the Element (Policy 8.1.9);



Figure 4-3 Green Acres Airport

4-17

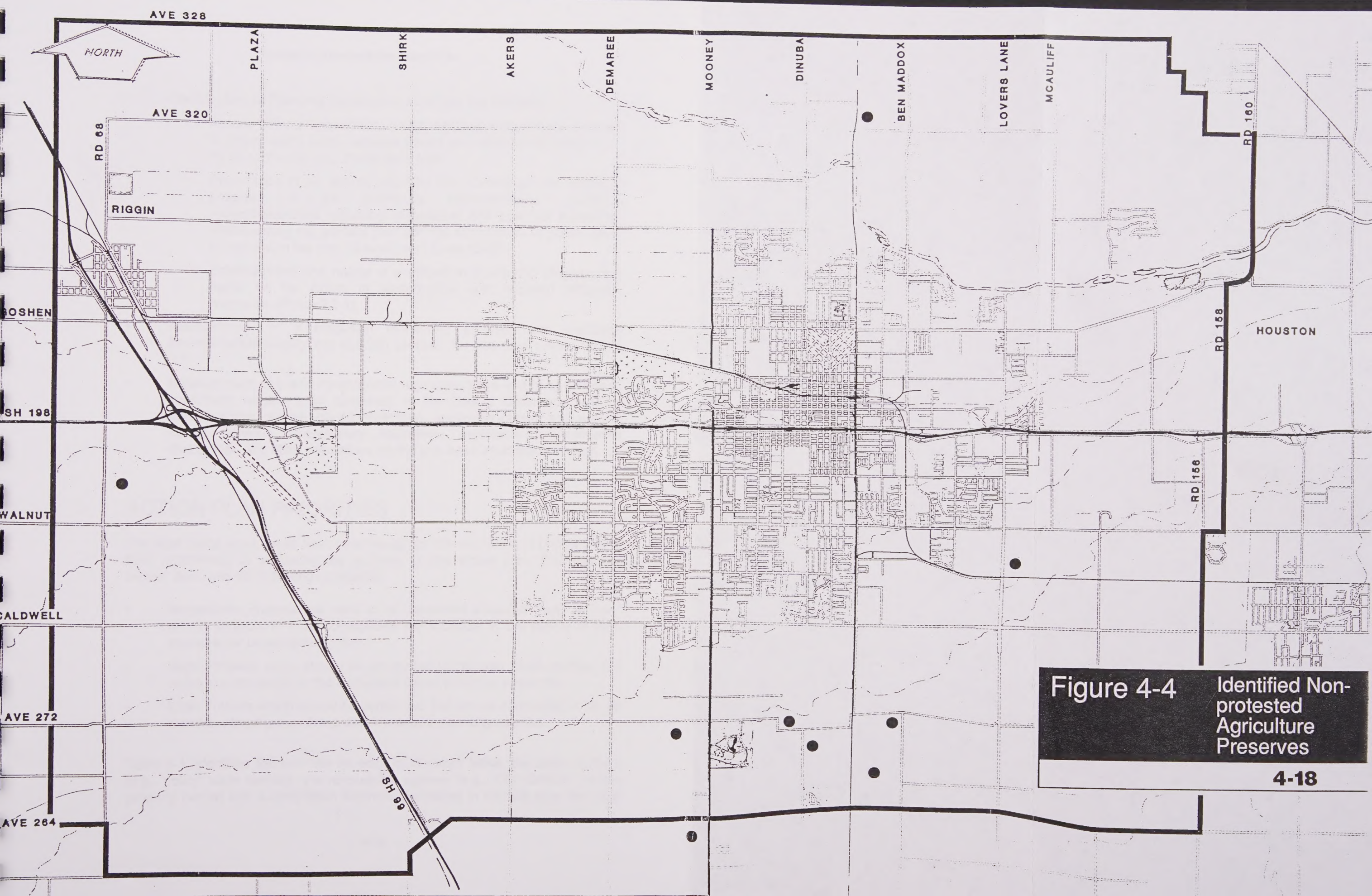


Figure 4-4 Identified Non-protected Agriculture Preserves

- Conduct annual Planning Commission action on the following:
 - Review of the proposed City capital improvement program pursuant to Government Code Sections 65401 and 65403 and Policy 5.2.7 for its conformity with the general plan.
 - Preparation of an annual report to City Council on the status of progress of the Element's implementation, including recommendations regarding reasonable and practical means for implementing the general plan and the expenditure of public funds to implement the plan (Government Code 65400).
 - Establishment and review of a mitigation monitoring program and report on the extent of conformance with required mitigation measures (Policy 2.5.1).
- Establishment of a mitigation monitoring program and California Environmental Quality Act (CEQA) process for site plan review (Policy 3.1.2).
- Establishment of a land development regulation index and filing system to coordinate requirements contained in the Zoning Ordinance, special overlay zones, general plan designations, applicable master and specific plans, previous discretionary approvals, applicable environmental documents, and other regulations on the geo-base information system.

ACTION PLAN PRIORITIES

The work items listed above have been assigned different levels of priority due to their relationship to achieving the purpose of this action plan. Priorities are broken down into the following categories:

- **Immediate:** Projects that need to be completed ahead of "high" or "low" priority projects in order to expedite the increase in the supply of land available for urban development.
- **High:** Projects which should be completed in the next 12-18 months, but which are not crucial to the immediate development of properties.
- **Low:** Projects which should be performed, but can be completed in 18- 36 months without jeopardizing development status of properties.

Table 4-1, identifies the priorities for each of the work tasks, the authority for it (e.g., policy, state statute), the responsible agency (e.g., City division, private property owner) and a completion estimate expressed in months after the Land

Use Element adoption. This table is the summary of the action plan and constitutes a 3-year work program for implementation of the Land Use Element.

Table 4-1 Land Use Element Action Plan

<u>Action</u>	<u>Authority</u>	<u>Priority</u>	<u>Responsible Agency</u>
Zoning Ordinance Update			
General Plan Consistency	P 8.1.7	I	AP
Transfer of Development Rights	P 4.1.3	H	AP
PUD Ordinance	P 4.1.3	H	CP
Rural Residential	P 4.1.17	L	AP, ES
	P 4.1.21		
Multi-Family	P 4.1.11	I	AP
	P 4.1.19		
	P 4.1.20		
	P 4.1.21		
Convenience Commercial	P 3.5.5	L	AP
Shopping Office Zone	P 3.5.7	I	AP
Regional Retail	P 3.5.10	I	AP
Community Center	P 3.5.8	H	AP
Service Commercial	P 3.5.17	I	AP
Garden Office	P 3.6.2	H	AP
Historic Preservation Conversion	P 3.6.1	H	AP
Business Research Park	P 3.6.3	H	AP
Professional/Adm. Office	P 3.6.2	L	AP
Parking	P 1.1.15	L	AP
	P 5.6.5		
	P 5.6.6		
	P 5.6.7		
Key			
<u>Authority</u>	<u>Priority</u>	<u>Responsible Agency</u>	
P - Policy Number	I - Immediate	A - Airport Division	ES - Engineering Services
GC - Government Code	H - High	AP - Advanced Planning	LS - Leisure Services
	L - Low	AS - Administrative Services	PS - Public Services
		CP - Current Planning	PR - Private
		DP - Data Processing	RDA - Redev. Agency
		EC - Economic Development	TS - Traffic Safety
		ED - Engineering Design	EP - Engineering Permit
		RE - Real Estate	

Table 4-1 Land Use Element Action Plan

Con't.

<u>Action</u>	<u>Authority</u>	<u>Priority</u>	<u>Responsible Agency</u>
Open Space	GC 65910	H	AP
Airport Zone	GC 65910	H	AP
Design Districts	P 1.1.11	I	CP
Zone Maps	P 8.1.7	I	CP
Existing Maps	P 8.1.7	I	CP
New Zones	P 8.1.7	I	CP
Specific Plans			
South Mooney Blvd.	P 6.4.4	L	AP
Business Research Park	P 3.6.3		PR
Northeast Specific Plan	P 8.1.4	I	AP
West Visalia Specific Plan	P 8.1.4	H	AP
Community Centers	P 3.5.8		PR
Industrial Park	P 3.7.3	L	EC
Visalia Parkway	P 5.6.3	H	AP
	P 1.1.12		
Master Plan			
Medical District	P 5.5.1	L	AP
	P 1.1.11		
Ben Maddox Corridor	P 3.5.3	H	RDA
Mooney Blvd.	P 3.5.10	H	RDA
CRD East	P 3.2.3	H	RDA
Street Tree	P 1.1.10	L	PS
General Plan Elements			
Circulation Element	P 5.1.1	I	TS
	P 5.1.6		
	P 5.6.9		
Parks, Recreation, Conservation, & Open Space	P 8.1.5	I	LS
Key <u>Authority</u> P - Policy Number GC - Government Code <u>Priority</u> I - Immediate H - High L - Low <u>Responsible Agency</u> A - Airport Division AP - Advanced Planning AS - Administrative Services CP - Current Planning DP - Data Processing EC - Economic Development ED - Engineering Design RE - Real Estate ES - Engineering Services LS - Leisure Services PS - Public Services PR - Private RDA - Redev. Agency TS - Traffic Safety EP - Engineering Permit			

Table 4-1 Land Use Element Action Plan

Con't.

<u>Action</u>	<u>Authority</u>	<u>Priority</u>	<u>Responsible Agency</u>
Safety	P 8.1.5	I	AP
Housing	P 8.1.5	H	RDA
Noise	P 8.1.5	H	AP
Scenic Highways	P 8.1.5	H	AP
	P 1.1.11		
Historic Preservation	P 8.1.5	H	CP
Public Facilities and Infrastructure			
Sanitary Sewer Master Plan			
	P 5.1.4		
Designate Service Areas		I	ED
Select Trunk Line Alternative		I	ED
Financing Plan		I	ED
Design and Construction of Lines		H	ED
Storm Drainage			
	P 5.1.8		
	P 5.1.1		
Park/Pond Development Agreements		I	ES
Designate Location of Major Facilities		H	ED
Update Master Plan		H	ED
Financing Plan		H	ED
Park Acquisition and Development	P 5.1.8		
Park/Pond Development Agreements		I	LS
SW Park		H	RE
Fee Evaluation		H	LS
Park Reservation Ordinance		I	AP, ES
Schools and School Sites			
Adopt Referral Process	P 5.3.2	I	CP
School Site Reservation Ordinance	P 5.3.2	I	AP, ES
RDA/VUSD Financing Agreement		H	RDA
Right-of-way Alignment			
Caldwell Bypass		I	ED
Ben Maddox s/o K Road		I	ED
Key <u>Authority</u> P - Policy Number GC - Government Code <u>Priority</u> I - Immediate H - High L - Low <u>Responsible Agency</u> A - Airport Division AP - Advanced Planning AS - Administrative Services CP - Current Planning DP - Data Processing EC - Economic Development ED - Engineering Design RE - Real Estate ES - Engineering Services LS - Leisure Services PS - Public Services PR - Private RDA - Redev. Agency TS - Traffic Safety EP - Engineering Permit			

Table 4-1 Land Use Element Action Plan

Con't.

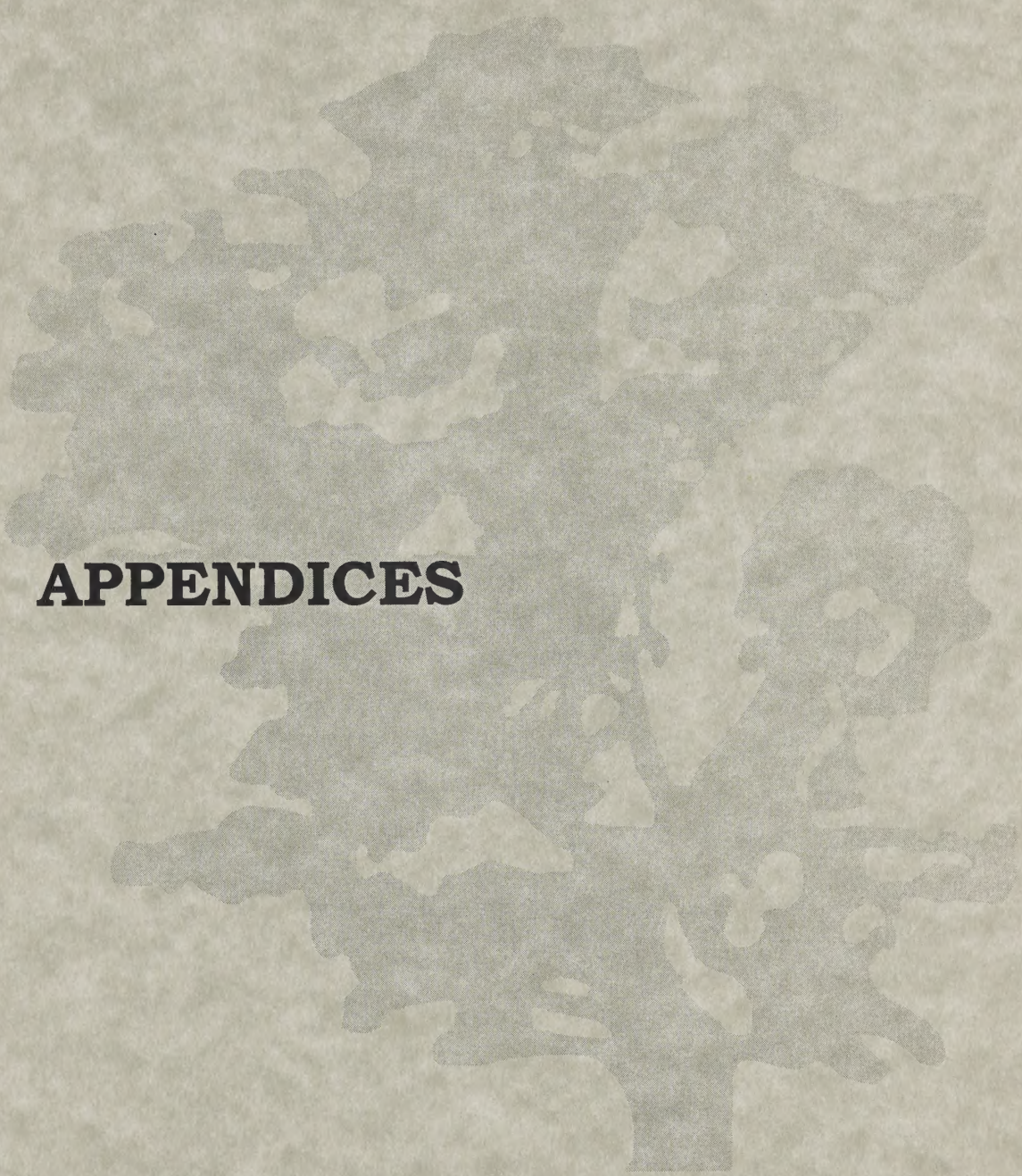
Action	Authority	Priority	Responsible Agency
Houston Ave. w/o Demaree		H	ED
Ferguson w/o Mooney		H	ED
St. Johns Parkway		H	ED
Doe Ave. e/o Shirt		H	ED
Linwood Ave. s/o Riggin		H	ED
Roeben Rd. s/o Walnut		H	ED
Freeway 198		H	ED
Parkway		H	ED
Financing & Reimbursement Agreements			
Standardize Reimbursement Agreement		I	ED
Review Impact Fees		H	ED
Permit Processing Priorities			
Adopt Ag. Preserve Cancellation Procedure		I	CP
Identify all Non-protested Ag. Preserves		I	CP
Review Proposals (Sewer Service Area)		I	
Review Proposals (Green Acres Airport)		I	
Review Permit Processing		I	CP
Infrastructure Impact Report		H	ES
Intergovernmental Coordination			
Request Adoption by Tulare County		I	AP
Adopt Joint Development Review	P 6.4.1	L	AP
South Visalia Master Plan	P 6.4.4	L	AP
County Adoption of Airport Plan	P 7.2.3	H	A
Form City/County ALUC	P 7.2.2	L	A
Implementation monitoring			
Establish Land Use Data Base	P 8.1.3	H	DP
Establish Annual Schedule for GP Amendments	P 8.1.2	I	CP
Establish Five-Year Review of Element	P 8.1.8	L	AP
	P 3.7.12		
	P 6.2.4		
Key			
Authority	Priority	Responsible Agency	
P - Policy Number	I - Immediate	A - Airport Division	ES - Engineering Services
GC - Government Code	H - High	AP - Advanced Planning	LS - Leisure Services
	L - Low	AS - Administrative Services	PS - Public Services
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		EC - Economic Development	TS - Traffic Safety
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Table 4-1 Land Use Element Action Plan

Con't.

<u>Action</u>	<u>Authority</u>	<u>Priority</u>	<u>Responsible Agency</u>
Establish Ten-Year Review	P 8.1.9	L	AP
Planning Commission Annual Review		L	AP
Capital Improvement Program	P 5.2.7	H	AP
	GC 65401		
	GC 65403		
Annual Report to Council	GC 65400	H	AP
Mitigation Monitoring Status	P 2.5.1	H	AP
Establish Mit. Monitoring/Site Plan	P 3.1.2	I	CP
Establish Dev. Reg. Index & Filing System	P 2.5.1	H	AS, DP

Key			
<u>Authority</u>	<u>Priority</u>	<u>Responsible Agency</u>	
P - Policy Number	I - Immediate	A - Airport Division	ES - Engineering Services
GC - Government Code	H - High	AP - Advanced Planning	LS - Leisure Services
	L - Low	AS - Administrative Services	PS - Public Services
		CP - Current Planning	PR - Private
		DP - Data Processing	RDA - Redev. Agency
		EC - Economic Development	TS - Traffic Safety
		ED - Engineering Design	EP - Engineering Permit
		RE - Real Estate	



APPENDICES

APPENDIX A: COMMUNITY DEVELOPMENT REFERENCE LIST

For more community development information, see the following documents. These references are arranged in groups according to each of the Land Use Element's eight goals. They are available for review at the Visalia Community Development Department, 707 W. Acequia, Visalia, CA 93291

GOAL 1: PRESERVE AND ENHANCE VISALIA'S UNIQUE CHARACTER.

Downtown Framework Plan (1981)
Northeast Specific Plan (1979, 1988)
West Visalia Specific Plan (1988)
St. Johns River Park Master Plan (1988)
Urban Creeks and Ditches Study (1987)
Conservation, Open Space, Recreation & Parks Element (1989)
Design Districts (Visalia Zoning Ordinance)

GOAL 2: IMPROVE THE QUALITY OF AIR, LAND, WATER AND PLANT AND ANIMAL LIFE IN THE VISALIA PLANNING AREA.

Land Use Element's Environmental Impact Report (1990)
Conservation, Open Space, Recreation & Parks Element (1989)
Northeast Specific Plan's EIR (1988)
West Visalia Specific Plan's EIR (1988)
Storm Drainage Master Plan (1989)
Draft Airport Master Plan (1988)

Goal 3: DIVERSIFY AND IMPROVE THE VISALIA PLANNING AREA'S ECONOMY

Annual Community Audit (City of Visalia/Chamber of Commerce)
Annual City of Visalia Sales Tax Report
1963 Visalia General Plan Map
1976 Land Use & Circulation Element
Mooney Boulevard Zone Study (1969)
Retail Commercial Review Task Force Study (1983)
East Visalia Redevelopment Plan (1986)
Alternative regional Mall Sites Study (1987)
Mooney Boulevard Redevelopment Plan (1987)
City of Visalia Industrial Retention Survey (1988)

GOAL 4: PROVIDE A VIABLE RANGE OF HOUSING ALTERNATIVES IN THE VISALIA PLANNING AREA

1963 General Plan
1976 Land Use & Circulation Element
Northeast Specific Plan (1979, 1988)
Multiple-Family Density Guidelines (1983)
Historic Preservation Element (1979)
Modoc Specific Plan (1982)
Central Visalia Redevelopment Plan (1989)

GOAL 5: PLAN AND DEVELOP AN EFFICIENT PUBLIC FACILITIES AND SERVICES SYSTEM TO SERVE AS A FRAMEWORK FOR ORDERLY URBAN DEVELOPMENT

Master Plan for Waste Water Treatment (1987)
Storm Drainage Master Plan (1989)
Circulation Element (1989)
Conservation, Open Space, Recreation & Parks Element (1989)
Medical District Master Plan (1987)

GOAL 6: MANAGE PLANNING AREA GROWTH TO BE CONTIGUOUS AND CONCENTRIC FROM THE CITY'S CORE AREA.

Visalia Urban Boundaries Element (1975)
Tulare County Urban Boundaries Element (1974)
Tulare County General Plan Land Use and Circulation Elements—Visalia Area (1977)
West Visalia Specific Plan (1988)

GOAL 7: IDENTIFY ISSUES OR AREAS WHICH HAVE SIGNIFICANT IMPACT ON THE VISALIA PLANNING AREA AND REQUIRE SPECIAL ATTENTION.

College of Sequoias' Master Plan
Circulation Element (1989)
Mooney Boulevard Transportation Systems Management Plan (1988)
Airport Intermodal Feasibility Study (1989)
Draft Visalia Municipal Airport Master Plan (1989)
Tulare County Airport Land Use Commissions' Compatibility Policies
Tulare County's Goshen Community & Redevelopment Plans (1988)
East Visalia Redevelopment Plan (1986)
Mooney Boulevard Redevelopment Plan (1987)
Central Visalia Redevelopment Plan (1989)

GOAL 8: STRUCTURE AN IMPLEMENTATION PROGRAM TO ACHIEVE THE GOALS, OBJECTIVES AND POLICIES OF THIS ELEMENT.

Annual Visalia Capital Improvement Program

APPENDIX B: 1990 POPULATION PROJECTION METHODOLOGY

The following methodology was used to develop the population projections outlined on Figure 2-4 and Table 2-3.

- Projection of current growth trends to the year 1995.
- Reduction in the percentage growth for each five-year interval by 0.25 percent to account for the gradual reduction in the overall effect of migration on population increases, and a general decrease in birth rates normally associated with more urbanized populations.
- Establishment of 'steady-state' population growth rate of 2.5 percent by the year 2015.

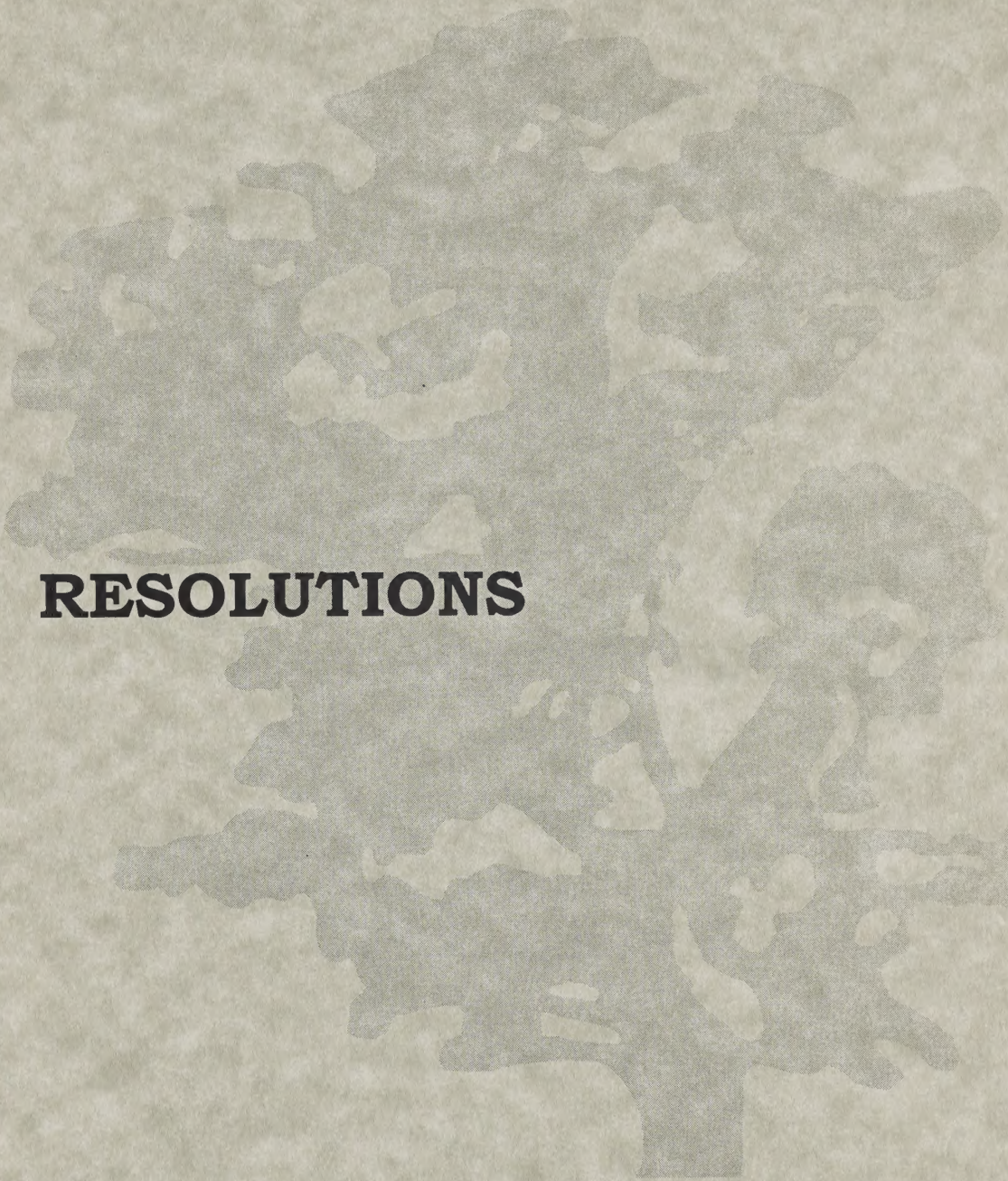
Based on this methodology, it is estimated that the City's population by the year 2020 will be 165,000. This is considered a 'prudent' estimate; it is unlikely that the actual growth, if current trends and conditions continue, would be lower.

APPENDIX C: GROWTH CRITERIA BEFORE ADVANCING TO NEXT GROWTH AREA

Table C-1 Percentage of Residential Buildout Required Before Advancing to the Next Growth Area

	1988	2000	2010	2020
Before expanding to 2010 boundary need	80%	70%		
Population Threshold	98,700			
Before expanding to 2020 boundary need	85%	80%	70%	
Population Threshold	129,000			
Before expanding beyond 2020 boundary need	90%	85%	80%	70%
Population Threshold	165,000			

Example: Before expanding to the 2020 Urban Growth Boundary 85% of the area within the 1988 Urban Development Boundary (UDB) must be developed, 80% of the area within the 2000 UDB must be developed, and 70% of the total area (area within the 2010 UDB) must be developed. Reference Policy No. 6.2.3



RESOLUTIONS

List of Resolutions

Adopted by Resolution 91-106	9/3/91
Amended by Resolution 93-44B	5/3/93
Amended by Resolution 93-44E	5/3/93
Amended by Resolution 94-06	1/17/94
Amended by Resolution 94-24	1/17/94
Amended by Resolution 94-104	7/18/94
Amended by Resolution 94-173	11/21/94
Amended by Resolution 94-175	11/21/94
Amended by Resolution 94-177	11/21/94
Amended by Resolution 96-66	6/17/96
Amended by Resolution 96-71	6/17/96

WHEREAS, the Planning Commission of the City of Vista, after nearly one (1) year of public hearing held a public hearing before and Commission on May 26, 1993, and

WHEREAS, the City Council of the City of Vista, after ten (10) days public hearing held a public hearing before and Council on June 12, 1993, and

WHEREAS, the City Council of the City of Vista finds the general plan amendment to be in accordance with Section 1602 of the Zoning Ordinance of the City of Vista based on evidence submitted in the staff report and testimony presented at the public hearing, and

WHEREAS, an initial study was prepared which disclosed that no significant environmental impacts would result from this project, and no mitigation measures would be required.

NOW, THEREFORE, BE IT RESOLVED that a Negative Decision was rendered pursuant to the California Environmental Quality Act and City of Vista Preliminary Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Vista approves the proposed general plan amendment, with the addition of APC 128-134.39 and 23 (1122 and 2314 E. Caldwell), based on the following specific findings and based on the evidence presented.

1. That the proposed amendment is in the public interest. Specifically,

RESOLUTION NO. 96- 71

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VISALIA,
APPROVING GENERAL PLAN AMENDMENT NO. 9605, A REQUEST
TO (1) CHANGE THE LAND USE DESIGNATION FROM MEDIUM DENSITY
RESIDENTIAL TO LOW DENSITY RESIDENTIAL (SUBAREA A),
(2) CHANGE THE LAND USE DESIGNATION FROM LOW DENSITY
RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL (SUBAREA B), AND
(3) TO CHANGE THE LAND USE ELEMENT POLICY 4.1.19 TO ALLOW MEDIUM
DENSITY RESIDENTIAL DESIGNATED SITES OF LESS THAN 3.5 ACRES AT
ARTERIAL/COLLECTOR INTERSECTIONS, FOR PROPERTY LOCATED ON THE
NORTHWEST CORNER OF CALDWELL AVENUE AND THE PINKHAM STREET
ALIGNMENT; DAVE WIND AND TIMOTHY LAWLER;
KNOPF ENGINEERING, AGENT

WHEREAS, General Plan Amendment No. 9605 was filed by Dave Wind and Timothy Lawler; Knopf Engineering, agent, to change the Land Use Element designations on portions of a parcel located between Caldwell Avenue and K Road (APN: 126-120-24), west of the Pinkham Street alignment; City of Visalia; and

WHEREAS, the Planning Commission of the City of Visalia, after twenty- one (21) days published notice held a public hearing before said Commission on May 28, 1996; and

WHEREAS, the City Council of the City of Visalia, after ten (10) days published notice held a public hearing before said Council on June 17, 1996; and

WHEREAS, the City Council of the City of Visalia finds the general plan amendment to be in accordance with Section 7656 of the Zoning Ordinance of the City of Visalia based on evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project, and no mitigation measures would be required.

NOW, THEREFORE, BE IT RESOLVED that a Negative Declaration was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the proposed general plan amendment, with the addition of APN: 126-120-20 and 23 (1922 and 2024 E. Caldwell), based on the following specific findings and based on the evidence presented:

1. That the proposed amendment is in the public interest. Specifically:

- * The proposed amendments to Subareas A and B would essentially switch low and medium density areas on the project site, with a nominal net reduction in medium density residential areas. The relocated medium density areas would be located closer to a major transportation corridor (Caldwell) and promote efficient utilization of the site.
 - * Changes to Land Use Element Policy 4.1.19, to allow Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections, would provide flexibility in locating multiple family developments throughout the community in an evenly dispersed fashion.
2. That the proposed amendment will further the adopted goals and objectives of the Land Use Element. Specifically:
- * The proposed amendments to Subareas A and B would help:
 - * Provide a viable range of housing alternatives in the area (Goal 4).
 - * Encourage efficient residential development in the area (Objective 4.1.b).
 - * Provide new residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet projected demand in the area (Objective 4.1.D).
 - * Changes to Land Use Element Policy 4.1.19, to allow Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections, would encourage efficient residential development (Objective 4.1.b.), by providing additional potential medium density residential locations throughout the city. These locations could increase residential density and development efficiency in areas already designated for urban development.
3. That the proposed amendment would be compatible with adjacent land uses.
4. That the proposed amendment will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties in the vicinity.
5. That an Initial Study was prepared for the proposed amendment, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and Negative Declaration No. 9516 is hereby adopted.
6. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effects on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7656 of the Ordinance Code of the City of Visalia and based on the above findings.

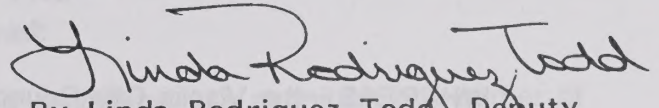
PASSED AND ADOPTED: June 17, 1996 RANDY GROOM, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Randy Groom, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 96-71 passed and adopted by the Council of the City of Visalia at a regular meeting held on June 17, 1996.

DATED: June 18, 1996

RANDY GROOM, CITY CLERK


By Linda Rodriguez Todd, Deputy

RESOLUTION NO. 96-66

RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF VISALIA, APPROVING GENERAL PLAN AMENDMENT NO. 9613,
A PROPOSAL TO CHANGE LAND USE
ELEMENT POLICY NOS. 3.5.5, 3.5.6 AND 5.3.3;
CITY OF VISALIA

WHEREAS, the Visalia City Council initiated General Plan Amendment No. 9613, a proposal to change Land Use Element Policy Nos. 3.5.5, 3.5.6 and 5.3.3; City of Visalia; and

WHEREAS, the Planning Commission of the City of Visalia, after twenty- one (21) days published notice held a public hearing before said Commission on May 28, 1996; and

WHEREAS, the City Council of the City of Visalia, after ten (10) days published notice held a public hearing before said Council on June 17, 1996; and

WHEREAS, the City Council of the City of Visalia finds the general plan amendment to be in accordance with Section 7656 of the Zoning Ordinance of the City of Visalia based on evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project, and no mitigation measures would be required.

NOW, THEREFORE, BE IT RESOLVED that a Negative Declaration was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the proposed general plan amendment based on the following specific findings and based on the evidence presented:

1. That the proposed language changes to policies 3.5.5, 3.5.6 and 5.3.3 provides more flexibility in the location of neighborhood centers and allows for greater flexibility of uses allowed in residential neighborhoods.
2. That the proposed General Plan amendment will further the adopted goals and objectives of the Land Use Element.
3. That the proposed General Plan amendment would not be detrimental to the public health, safety, or welfare, and materially injurious to properties in the vicinity.
4. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant. Negative Declaration No. 9620 was prepared for this project.

5. The City of Visalia hereby declares that there is no evidence before the city that the proposed project will have any potential for adverse effect on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game.

BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves General Plan Amendment No. 9613, to amend the General Plan Land Use Element as follows:

(a) Amend General Plan Policy No. 3.5.5 to read:

Convenience Centers maybe approved by a conditional use permit on one corner of arterial / collector intersections on sites of 3 acres or less, on no more than one corner of the intersection and at least at one-half mile intervals between neighborhood shopping centers. Where possible, such centers are to be developed as part of planned unit developments or master planned as part of a development.

(b) Amend General Plan Policy No. 3.5.6 to read:

Designate Neighborhood Centers for shopping centers with a major grocery store as an anchor and supporting businesses which serve the surrounding residential areas. Locations shall be at one corner of arterial intersections on sites of approximately 10 acres in area. Centers shall be located no closer than approximately one mile from other General Plan-designated neighborhood centers, from existing Grocery stores, or from General Plan-designated community centers.

The center's scale and site design must be compatible with the surrounding residential area with emphasis on access, circulation, parking, signage, noise, and landscaping. Where possible, these facilities should be planned and integrated into neighborhoods as part of a planned unit development.

In the event that competing applications are made for a neighborhood center at a designated intersection, only one application shall be approved for a period of time not to exceed 24 months. If the applicant does not perform as specified by the city Council, the Council may extend the original proposal or may declare the original proposal void. If, at some future date, an application for development of a corner designated for neighborhood commercial development has not been filed and the Commission and Council find that the needs of the neighborhood are not being provided, the exclusive designation on one corner may be reviewed to consider designation of an alternative corner.

(c) Amend General Plan Policy No. 5.3.3 to read:

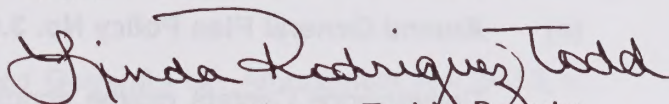
Restrict commercial development near schools so that pedestrian or vehicular access between the two is 1/4 mile or greater.

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Randy Groom, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 96-66 passed and adopted by the Council of the City of Visalia at a regular meeting held on June 17, 1996.

DATED: June 18, 1996

RANDY GROOM, CITY CLERK


By Linda Rodriguez Todd, Deputy

RESOLUTION NO. 94-177

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF VISALIA TO
APPROVE GENERAL PLAN TEXT AMENDMENT NO. 94-31:
CITY OF VISALIA

WHEREAS, General Plan Text Amendment No. 94-31 was filed by the City of Visalia, which consists of the following four components:

1. Establish three new land use categories: " Park-Basin" (under the "Open Space" designation), "Water Storage Basin" (under the "Community Facilities" designation), and "Storm Water Basin" (under the Community Facilities designation.

The "Park-Basin"- designation will be applied to existing storm water storage sites with an established or planned park use. The "Water Storage Basin" designation will be applied to existing basins that are used strictly for water storage purposes with no planned park uses.

The "Storm Water Basin" designation will be used to identify future planned storm water storage facilities. The GPA also will establish criteria for location of future storm water facilities.

2. Re-designate seven (7) existing park/pond sites (that currently are designated for "Conservation" uses) for "Park-Basin" uses. This proposed re-designation is considered a "paper" change that is not expected to change the existing or planned uses of the sites.
3. Re-designate one (1) existing storm water basin (that currently is designated for "Conservation uses) for "Water Storage Basin" uses. This proposed re-designation is considered a "paper" change that is not expected to change the existing or planned uses of the site.
4. Add "Storm Water Basins" symbols to the Land Use Element to represent the generalized location of future planned storm water facilities.

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice held a public hearing before said Commission on September 26, 1994; and

WHEREAS, no new environmental impacts would result and no further mitigation measures would be required for this project; and

WHEREAS, the land use designations, symbols and locational criteria, as shown in Exhibit "A", will facilitate the orderly implementation of the Storm Water Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the land use designations, symbols and locational criteria, as shown in Exhibit "A", be added to the Land Use Element of the General Plan.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council finds that in accordance with the Guidelines for implementation of the California Environmental Quality Act Section 15168, the Environmental Impact Report prepared for the City of Visalia Land Use Element (SCH #90020160) certified by Resolution No. 94-93 and Environmental Impact Report (SCH No. 93012010) prepared for the City of Visalia Storm Water Master Plan Update, will be utilized as program EIR's for the purpose of providing review of potential environmental effects associated with this General Plan Amendment.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves of the proposed General Plan amendment based on the following specific findings and based on the evidence presented:

1. That the proposed General Plan Amendment is consistent with the implementing policies of the Land Use Element of the General Plan.
2. That the proposed General Plan Amendment allows for a greater consistency between the Storm Water Master Plan and the Land Use Element of the General Plan.
3. That the creation of new land use designations, generalized location of planned basins on the LUE Map, and criteria for selecting the final location of each basin will provide clarity and flexibility in implementing the Storm Water Master Plan for the City of Visalia.
4. That the Adopted Storm Water Master Plan EIR (SCH No. 93012010) (Resolution No. 94-93) identifies and evaluates the potential environmental impacts that are directly attributable to the adoption of the proposed General Plan Amendment. Further, that there is no evidence before the city that the proposed General Plan Amendment will have any potential for adverse effect of wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.
5. That the proposed General Plan Amendment will not be detrimental to the public health, safety, or welfare, nor materially injurious to the citizenry of the City of Visalia.

BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves of the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7656 of the Ordinance Code of the City of Visalia and based on the above findings.

PASSED AND ADOPTED: November 21, 1994

LESLIE B. CAVIGLIA, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Leslie B. Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 94-177 passed and adopted by the Council of the City of Visalia at a regular meeting held on November 21, 1994.

DATED: November 23, 1994

LESLIE B. CAVIGLIA, CITY CLERK

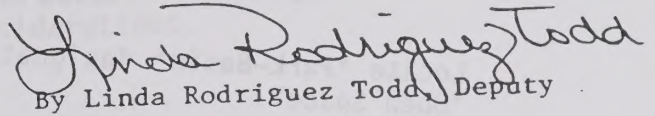

By Linda Rodriguez Todd, Deputy

EXHIBIT "A"

General Plan Amendment No. 94-31

Land Use Element

Locate "Park-Basin" designation in Chapter 1: Introduction, under "Open Space".

Park-Basin: This (PB) designation shall apply to existing storm water storage sites with an established or planned park use. This type of facility combines a water storage facility with a usable park space.

Locate "Water Storage Basin" and "Storm Water Basin" in Chapter 1: Introduction, under "Community Facilities".

Water Storage Basin: This (WSB) designation shall apply to existing basins that are used strictly for water storage purposes with no planned park uses.

Storm Water Basin: This (SWB) designation shall identify future planned storm water storage facilities. These future basins may or may not have park facilities associated with the final facility.

- * Symbols (SWB) shall be added to the LUE Map to represent the generalized location of new basins identified in the Storm Water Master Plan. Basin symbols should be located within the boundaries of the area it is expected to ultimately serve.

Locational criteria for Storm Water Basins shall be listed under the implementing Policies for "LOCAL GOVERNMENT FACILITIES AND SERVICES".

5.1.16 Implement the Storm Water Master Plan through the following storm water basin locational criteria.

1. Final designated basin locations shall be based on the following factors: hydraulic considerations, land costs, improvement costs, surrounding land uses, property owner cooperation, and the sequencing of development within the service area of the basin.
2. Unplanned basins, not designated on the LUE Map, maybe constructed for temporary or permanent use provided the basins serve as viable alternatives to the recommendations of the Storm Water Master Plan.

3. Upon completion of a new basin, the appropriate designation shall be delineated on the LUE Map through the General Plan amendment process.
4. Designations for unconstructed planned basins maybe removed from the LUE Map, through the General Plan amendment process, upon a determination that the basins are not needed based on hydraulic, funding, and land development considerations.

RESOLUTION NO. 94-175

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF VISALIA, APPROVING
GENERAL PLAN AMENDMENT NO. 94-26,
A REQUEST TO ALLOW 1/2 ACRE PARCELS IN RURAL
RESIDENTIAL AREAS IF CERTAIN FINDINGS ARE MADE.
GREG DOWDS

WHEREAS, General Plan Amendment No. 94-26 was filed by Greg Dowds, to allow 1/2 acre parcels in rural residential areas if certain findings are made, City of Visalia; and

WHEREAS, the Planning Commission of the City of Visalia, after twenty-one (21) days published notice held a public hearing before said Commission on October 10, 1994; and

WHEREAS, the City Council of the City of Visalia, after ten (10) days published notice held a public hearing before said Council on November 21, 1994; and

WHEREAS, an Initial Study was prepared which disclosed that no significant environmental impacts would result from this project, and no mitigation measures would be required.

NOW, THEREFORE, BE IT RESOLVED, that a Negative Declaration was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the proposed general plan amendment based on the following specific findings and based on the evidence presented:

1. That the proposed General Plan Amendment is consistent with the intent of the General Plan Land Use Element Policy 4.1.17 for use of 1/2 acre Rural Residential lots.
2. That approval of developments shall be subject to the conditional use permit process to determine land use compatibility.
3. That the use of 1/2 acre rural residential lots provides conservation of land resources and the preservation of agricultural land.
4. That the use of 1/2 acre rural residential lots promotes maximum land utilization.
5. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to the properties in the vicinity.
6. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant and Negative Declaration No. 94-37 is hereby adopted.

7. That there is no evidence before the Planning Commission that the proposed project will have any potential adverse effect on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.

BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7656 of the Ordinance Code of the City of Visalia and based on the above findings.

PASSED AND ADOPTED : November 21, 1994

LESLIE B. CAVIGLIA, CITY CLERK

STATE OF CALIFORNIA)

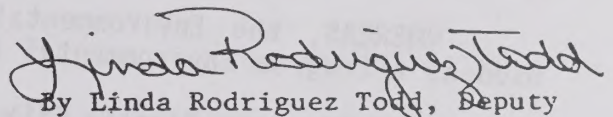
COUNTY OF TULARE) ss.

CITY OF VISALIA)

I, Leslie B. Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 94-175 passed and adopted by the Council of the City of Visalia at a regular meeting held on November 21, 1994.

DATED: November 23, 1994

LESLIE B. CAVIGLIA, CITY CLERK


By Linda Rodriguez Todd, Deputy

RESOLUTION NO. 94-173

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF VISALIA TO APPROVE
GENERAL PLAN AMENDMENT NO. 94-19.D,
AMENDMENT TO THE LAND USE DESIGNATION TO
REDESIGNATE 48 ACRES FROM BRP (RESERVE) TO BRP
FOR PROPERTY LOCATED AT THE NORTHEAST CORNER
OF SHIRK STREET AND GOSHEN AVENUE
CITY OF VISALIA

WHEREAS, General Plan Amendment No. 94-19.D was filed by the City of Visalia, an amendment to the land use designation to redesignate 80 acres from BRP (Reserve) to BRP, for property located at the northeast corner of Shirk Street and Goshen Avenue; APN: 077-010-19, 25, 27, 28, 34-36, 46, and 48, comprising 80 acres City of Visalia; and

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice held a public hearing before said Commission on June 13, 1994; and

WHEREAS, no new environmental impacts would result and no further mitigation measures would be required for this project; and

WHEREAS, the Environmental Impact Report (SCH No. 90020160) is being used as a Program Environmental Impact Report for this project; and

WHEREAS, the Visalia City Council, after ten (10) days published notice held a public hearing before said Council on November 21, 1994; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Visalia City Council approves the proposed General Plan amendment based on the following specific findings and based on the evidence presented:

1. That the proposal is consistent with the land use designation and intent of the Visalia General Plan for the development of Business Research Parks.
2. That master planning of the subject BRP is necessary to insure that the facilities compliment and augment one-another, as well as the adjacent industrial area.
3. That removal of the "Reserve" designation is consistent with the designation of adjacent BRP properties, and recently approved General Plan Amendment No. 92-14.F.
4. That no new environmental effects will result of the project, or no new mitigation measures would be required that have not been addressed within the Program EIR (SCH #90020160).
5. That the project would not be detrimental to the public health, safety, or welfare, nor materially injurious to properties in the vicinity.

BE IT FURTHER RESOLVED that the Visalia City Council approves the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7657 of the Ordinance Code of the City of Visalia and based on the above findings.

PASSED AND ADOPTED: November 21, 1994

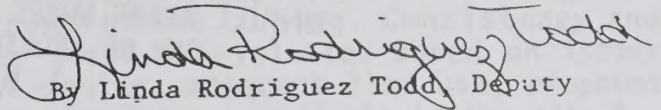
LESLIE B. CAVIGLIA, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Leslie B. Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 94-173 passed and adopted by the Council of the City of Visalia at a regular meeting held on November 21, 1994.

DATED: November 23, 1994

LESLIE B. CAVIGLIA, CITY CLERK


By Linda Rodriguez Todd, Deputy

RESOLUTION NO. 94-104

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF VISALIA APPROVING
GENERAL PLAN TEXT AMENDMENT NO. 94-18,
A TEXT AMENDMENT REQUESTING A CHANGE IN POLICY
TO ALLOW HIGH DENSITY RESIDENTIAL IN
IN-FILL AREAS WHERE NEIGHBORHOOD COMPATIBILITY
CAN BE PROVIDED THROUGH DESIGN,
J. MICHAEL LANE

WHEREAS, General Plan Text Amendment No. 94-18 was filed by J. Michael Lane, text amendment requesting a change in policy to allow high density residential in in-fill areas where neighborhood compatibility can be provided through design, City of Visalia; and

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice held a public hearing before said Commission on June 13, 1994; and

WHEREAS, no new environmental impacts would result and no further mitigation measures would be required for this project; and

WHEREAS, the Planning Commission finds that the Environmental Impact Report (SCH No. 90020160) is being used as a Program Environmental Impact Report for this project; and

WHEREAS, the Planning Commission of the City of Visalia recommends approval of the amendment based on the evidence and testimony submitted and based on findings that the amendment would assist in meeting the goals and intent of the Land Use Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Visalia hereby approves the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7657 of the Ordinance Code of the City of Visalia and based on the evidence presented and the following findings:

1. That the proposed General Plan Policy Text Amendment is consistent with the policies and intent of the General Plan.
2. That the proposed General Plan Policy Text Amendment is consistent with the adopted Housing Element to the General Plan.
3. That the proposed General Plan Policy Text Amendment will provide an additional tool for providing multi-family development on in-fill parcels throughout the community with an emphasis on neighborhood compatibility.
4. That the proposed General Plan Policy Text Amendment will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties in the vicinity.

5. That the proposed General Plan Policy Text Amendment is consistent with the Land Use Element Final EIR (SCH No. 90020160) and is being utilized as a Program EIR.

THEREFORE, BE IT FURTHER RESOLVED that the City Council hereby adopts General Plan Policy No. 4.1.20.5 to read as follows:

"High density residential developments may also be used in in-fill areas where they can be made to be consistent with adjacent properties through the conditional use permit process and conditional zoning. Consistency and compatibility with adjacent properties shall be evaluated based on issues including but not limited to: adjacent zoning, adjacent land use, proposed building mass, and the adequacy of public facilities available to the site."

PASSED AND ADOPTED: July 18, 1994

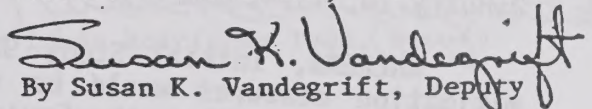
LESLIE B. CAVIGLIA, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Leslie Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 94-104 passed and adopted by the Council of the City of Visalia at a regular meeting held on July 18, 1994.

Dated: July 19, 1994

LESLIE B. CAVIGLIA, CITY CLERK


By Susan K. Vandegrift, Deputy

RESOLUTION NO. 94-24

A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF VISALIA TO APPROVE
GENERAL PLAN AMENDMENT NO. 93-16.N,
AMENDMENT TO THE LAND USE ELEMENT MAP DESIGNATION
TO REMOVE THE RESERVE FROM BRP,
FOR PROPERTY LOCATED AT ROAD 80 AND HIGHWAY 198
CITY OF VISALIA - APPLICANT

WHEREAS, General Plan Amendment No. 93-16.N was filed by the City of Visalia to amend the Land Use Element map designation to remove the Reserve from BRP, for property located at Road 80 and Highway 198; APN: 081-020-14, 081-020-30, 081-020-31, 081-020-32, 081-020-36, 081-020-38, 081-020-40, 081-020-41, 081-020-42, 081-020-43, 081-020-44, 081-020-48, 081-020-50, 081-020-58, 081-020-59, 081-020-60 and 081-020-61, City of Visalia; and

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice held a public hearing before said Commission on January 10, 1994; and

WHEREAS, Initial Study 93-65 was prepared and found that no further mitigation measures would be required for this project, and the Planning Commission finds that the Environmental Impact Report (SCH No. 90020160) is being used as a Program Environmental Impact Report for this project; and

NOW, THEREFORE, BE IT RESOLVED that Initial Study 93-65 was prepared and found that no further mitigation measures would be required for this project, and the Planning Commission finds that the Environmental Impact Report (SCH No. 90020160) is being used as a Program Environmental Impact Report for this project; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the proposed General Plan amendments based on the following specific findings and based on the evidence presented:

1. That said amendment to remove the Reserve designation from General Plan Policy No. 3.6.3-1 is consistent with the goals and objectives of the General Plan.

General Plan Policy No. 3.6.3.1

"Plaza Drive north of SH 198 in conjunction with limited, high quality highway commercial uses.
{Reserve}"

2. That an Initial Study was prepared for this project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant, and that Land Use Element EIR (SCH No. 90020160) may be utilized as program EIR.

3. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effect on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.
4. That the General Plan Amendment would not be injurious to properties in the vicinity, nor detrimental to the public health, safety, or welfare.

BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7656 of the Ordinance Code of the City of Visalia and based on the above findings.

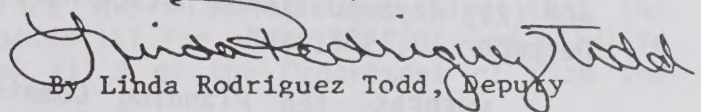
PASSED AND ADOPTED : January 17, 1994 LESLIE B. CAVIGLIA, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Leslie B. Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 94-24 passed and adopted by the Council of the City of Vialia at a regular meeting held on January 17, 1994.

DATED: January 20, 1994

LESLIE B. CAVIGLIA, CITY CLERK


By Linda Rodriguez Todd, Deputy

RESOLUTION NO. 94-06

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF VISALIA RECOMMENDING APPROVAL
OF GENERAL PLAN AMENDMENT NO. 93-11.G,
AN AMENDMENT TO THE LAND USE ELEMENT LAND USE DESIGNATION
FROM BUSINESS RESEARCH PARK TO SERVICE COMMERCIAL
AND SHOPPING OFFICE TO INCLUDE PROPERTY LOCATED
OUTSIDE THE PROPOSED REDEFINED BOUNDARIES FOR THE
CENTRAL VISALIA BRP, GENERALLY LOCATED
BETWEEN CENTER STREET, BEN MADDOX,
DOUGLAS STREET, AND BURKE STREET
CITY OF VISALIA PLANNING DIVISION

WHEREAS, a General Plan Amendment No. 93-11.G, was filed by City of Visalia Planning Division, an amendment to the Land Use Element Land Use designation from Business Research Park to Service Commercial and Shopping Office to include property located outside the proposed redefined boundaries for the Central Visalia BRP, generally located between Center Street, Ben Maddox, Douglas Street, and Burke Street; Visalia, and

WHEREAS, the Planning Commission of the City of Visalia, after twenty-one (21) days published notice held a public hearing before said Commission on December 13, 1993; and

WHEREAS, the Planning Commission of the City of Visalia finds the amendment in accordance with Section 7656 of the Ordinance Code of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, Negative Declaration No. 93-37 was prepared and found that no significant impacts would result from this project, and that no mitigation measures would be required for this project,

WHEREAS, the City Council of the City of Visalia, after ten (10) days published notice did hold a public hearing before said Council on January 3, 1994.

NOW, THEREFORE, BE IT RESOLVED that a Negative Declaration was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia approves the proposed General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7657 of the Ordinance Code of the City of Visalia and based on the evidence presented and the following findings:

1. That the amendment to the General Plan Land Use Designation from "Business Research Park" to "Shopping/Office" and "Service Commercial" is consistent with the goals and objectives of the General Plan.

2. The requested amendment to the land use designation is to provide commercial service and shopping opportunities where, due largely to small parcel sizes and existing development, development of a large scale business research park may not be feasible.
3. That those properties herein described as the Central Visalia Business Research Park are predominately large parcels which would provide opportunities for master planning of a BRP.
4. That this amendment would facilitate development which would be compatible with the surrounding land uses.
5. That the redesignation of approximately 22.8 acres from BRP to Service Commercial and Shopping Office will not create a significant impact regarding employment and subsequent vehicle trip generation.
6. That the 1986 Redevelopment Plan Land Use Map indicated the subject properties for essentially the same land uses as are now proposed. Based on these data, the proposed change is consistent with the East Visalia Redevelopment Plan.
7. That an Initial Study was prepared for this project, consistent with the CEQA, which disclosed that environmental impacts are determined to be not significant and Negative Declaration No. 93-37 is hereby adopted.
8. That there is no evidence before the Planning Commission that the proposed project will have any potential for adverse effect on wildlife resources, as defined in Section 711.2 of the Department of Fish and Game Code.
9. That the amendment would not be detrimental to the public health, safety, or welfare, nor materially injurious to properties in the vicinity.

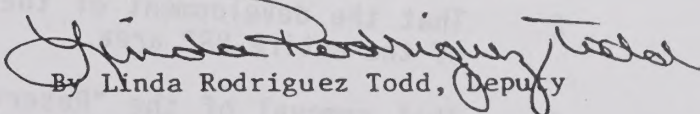
PASSED AND ADOPTED: January 17, 1994 LESLIE B. CAVIGLIA, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Leslie B. Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 94-06 passed and adopted by the Council of the City of Visalia at a regular meeting held on January 17, 1994.

DATED: January 20, 1994

LESLIE B. CAVIGLIA, CITY CLERK


By Linda Rodriguez Todd, Deputy

RESOLUTION NO. 93-44E

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF VISALIA RECOMMENDING APPROVAL OF
GENERAL PLAN AMENDMENT NO. 92-14.F,
TO CHANGE THE LAND USE ELEMENT OF THE GENERAL PLAN
TO REMOVE THE "RESERVE" DESIGNATION FROM APPROXIMATELY 80 ACRES
DESIGNATED FOR BRP (BUSINESS RESEARCH PARK) RESERVE,
FOR PROPERTY LOCATED NORTH OF
GOSHEN AVENUE, EAST OF SHIRK STREET AT DOE AVENUE,
KEVIN M. GREEN - APPLICANT
QUAD CONSULTANTS - AGENT

WHEREAS, a General Plan amendment application was filed by Quad Consultants, agent, Kevin M. Green, applicant, to remove the "Reserve" designation from approximately 80 acres designated for BRP (Business Research Park) Reserve, located north of Goshen Avenue, east of Shirk Street at Doe Avenue; APN: 077-100-20, Visalia, and

WHEREAS, the Planning Commission of the City of Visalia, after twenty-one (21) days published notice held a public hearing before said Commission on March 8, 1993; and

WHEREAS, Negative Declaration No. 93-09 was prepared and found that no significant impacts would result from this project, and that no mitigation measures would be required for this project,

NOW, THEREFORE, BE IT RESOLVED, that a Negative Declaration was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines,

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia hereby approves the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7657 of the Ordinance Code of the City of Visalia and based on the evidence presented and the following findings:

1. That the proposal is consistent with the land use designation and intent of the Visalia General Plan for the development of Business Research Park Reserve designated properties.
2. That the development of the site requires master planning, in concept, of the entire BRP area.
3. That removal of the "Reserve" designation from the subject site would not promote "leapfrog" development.

4. That the BRP sites shown for immediate develop meet (non-reserve) have characteristics that are problematic to development.
5. That it is necessary to provide more than one vacant site for Business Research Park designation.

PASSED AND ADOPTED: May 3, 1993

LESLIE B. CAVIGLIA, CITY CLERK

STATE OF CALIFORNIA)

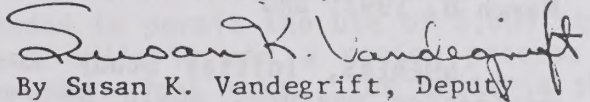
COUNTY OF TULARE) ss.

CITY OF VISALIA)

I, Leslie Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 93-44E passed and adopted by the Council of the City of Visalia at a regular meeting held on May 3, 1993.

Dated: May 4, 1993

LESLIE B. CAVIGLIA, CITY CLERK


By Susan K. Vandegrift, Deputy

RESOLUTION NO. 93-44B

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF VISALIA TO APPROVE
GENERAL PLAN AMENDMENT NO. 92-14.K, (A), (B), AND (C),
(A) ADDING LANGUAGE TO LAND USE ELEMENT POLICY NO. 4.1.18;
(B) ADDING LAND USE ELEMENT POLICY NO. 3.5.18;
(C) ADDING LANGUAGE TO LAND USE ELEMENT POLICY NO. 8.1.7,
CITY OF VISALIA - APPLICANT

WHEREAS, a General Plan Amendment No. 92-14.K (a) adding language to Land Use Element Policy No. 4.1.18; (b) adding Land Use Element Policy No. 3.5.18; and (c) adding language to Land Use Element Policy No. 8.1.7, application was filed by the City of Visalia, and

WHEREAS, the Planning Commission of the City of Visalia, after ten (10) days published notice held a public hearing before said Commission on March 8, 1993; and

WHEREAS, Initial Study 93-17 was prepared and found that no further mitigation measures would be required for this project, and the Planning Commission finds that the Environmental Impact Report (SCH No. 90020160) is being used as a program Environmental Impact Report for this project, and

WHEREAS, the Planning Commission recommends approval of the amendment based on the evidence and testimony submitted and based on findings that the amendment would assist in meeting the goals and intent of the Land Use Element, and

NOW, THEREFORE, BE IT RESOLVED that Initial Study 93-17 was prepared and found that no further mitigation measures would be required for this project, and the Planning Commission finds that the Environmental Impact Report (SCH No. 90020160) is being used as a program Environmental Impact Report for this project, and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia hereby approves the General Plan amendment described herein, in accordance with the terms of this resolution under the provisions of Section 7657 of the Ordinance Code of the City of Visalia and based on the evidence presented and the following findings:

1. That the proposed policy amendments and addition are consistent with the intent and objectives of the General Plan Land Use Element.
2. That the proposed policy amendments and addition would assist in meeting the goals and objectives of the General Plan Land Use Element, by providing the means to increase residential densities through the zoning ordinance, and allowing flexibility in the application of zoning designations and commercial extensions.
3. That the proposed amendment would not be detrimental to the public health, safety, or welfare, or materially injurious to the properties in the vicinity.

THEREFORE, BE IT FURTHER RESOLVED that the City Council hereby adopts the policies of the General Plan Land Use Element be amended to read as follows;

(a) Amending Policy No. 4.1.18, to read;

Continue to encourage comprehensively planned Low Density Residential development (up to 21 persons/acre - 2 to 10 dwelling units net acre). Low density developments in excess of 7 units per acre shall only be permitted in the Northeast Specific Plan Area, for selected infill parcels as may be designated by the City Council upon recommendation of the Planning Commission, and in other specific plan areas where standards are established for lot coverage, where it will promote the fulfillment of unmet housing needs for low or moderate income households according to the Housing Element. Usage of duplex or halfplex units shall be encouraged to increase overall densities where they area made to be compatible with the overall residential development.

The Zoning Ordinance shall be amended to permit the use of 5,000 square foot lots, and include development criteria and a review process for them to be integrated with 6,000 square foot lots. The criteria shall include development standards which may include provisions for minimum lot width, setbacks, lot coverage, building mass and other development standards.

The Zoning Ordinance shall be amended to include a definition of "infill parcels" and a process and criteria to permit the use of 5,000 square foot lots on these designated parcels.

(b) Adding new Policy No. 8.1.7, to read;

The Zoning Ordinance and other land development and land use development regulations shall be amended, where necessary, to be in conformance with the goals, objectives, policies and map of the Land Use Element.

The Planning Commission shall interpret the General Plan goals, objectives, policies and land use maps when applying zoning to property to consider issues such as parcel configuration and orientation.

(c) Amending Policy No. 3.5.18, to read;

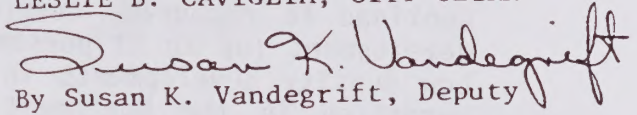
The depth of commercial development along the Mooney Boulevard commercial corridor, Ben Maddox Way (from Tulare to Houston Avenues,) and North Dinuba Boulevard commercial corridor may be extended on a case by case basis if the extension increases the feasibility of commercial development and the proposed action will not create land use conflicts or reduce viability of adjacent residential properties. The Planning Commission shall determine precise boundaries for each zone classification consistent with the goals, objectives and policies of the General Plan.

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Leslie Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution 93-44B passed and adopted by the Council of the City of Visalia at a regular meeting held on May 3, 1993.

Dated: May 4, 1993

LESLIE B. CAVIGLIA, CITY CLERK


By Susan K. Vandegrift, Deputy

RESOLUTION 91-105

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VISALIA CERTIFYING THE ENVIRONMENTAL IMPACT REPORT ON THE VISALIA LAND USE ELEMENT UPDATE TO THE VISALIA GENERAL PLAN (AMENDMENT 90-04, STATE CLEARINGHOUSE NO. 90020160 AND MAKING A FINDING OF OVERRIDING CONSIDERATIONS

WHEREAS, the draft Environmental Impact Report on the Project was released on September 4, 1990 for circulation; and,

WHEREAS, pursuant to notice duly given, the Planning Commission held full and fair public hearings on the draft Environmental Impact Report on September 6 and 18, 1990; and,

WHEREAS, the Draft Environmental Impact Report was circulated to the public and reviewed by Trustee, Responsible and other affected Agencies for the reviewed period required by Law; and,

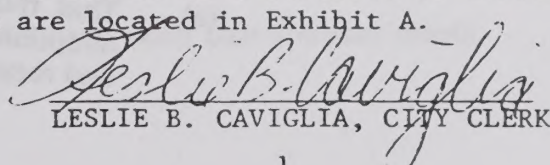
WHEREAS, the Visalia Planning Commission has reviewed and considered the Final Environmental Impact Report prepared on the Visalia land Use Element update to the Visalia General Plan (the "Project"), and has recommended its certification pursuant to Planning Commission Resolution No. 91-51; and

WHEREAS, changes made to the project are within the scope of the Draft and Final EIR with the following modified projected impacts:

1. Land Use. There is a decrease in the amount of commercial acreage. This change is not considered to be significant since as potential over-supply of commercial land existed in the Draft Plan. Relocation of one Community Center has resulted in a 20-acre decrease in public/institutional land uses, which is not considered to be significant. The addition of the square mile of Industrial reserve in the northwest industrial park should be phased as development necessitates and the relocation of Business Research Park uses to the eastern portion of the community may result in a net decrease in the cross-town commuting.
2. Agriculture. Revised LUE policies support phased development based on infill criteria. The potential for additional land use conflicts is small if a Right to Farm Ordinance is adopted.
3. Hydrology and Drainage. The revised Land Use Element incorporates 650 acres of Agricultural land within the UGB, which is projected to have a beneficial impact on ground water recharge since a portion of the water used for irrigated agriculture percolates back to the water table. Infiltration of pesticides will remain a potential problem.

NOTE: On Page 11, item 11, statement of facts section, of Resolution 91-105, it mistakenly refers to Exhibit B. Instead, it should have referred to Exhibit A. The correct documents for this reference are located in Exhibit A.

Dated: June 19, 1992


LESLIE B. CAVIGLIA, CITY CLERK

4. Biological Resources. Retaining agriculture in the West Visalia Specific Plan Area will have a beneficial impact on wildlife in the Plan Area.
5. Traffic and Circulation. Relocation of the northeast community center to the Riggins/Old Dinuba Highway intersection one location was considered in the final EIR. The net affect of this change at the Riggins/Hwy 63 intersection would be to increase commercial acreage by approximately 10 acres, office space by 10 acres, and a 30-acre reduction in area for low density residential uses.

These changes would increase traffic loads in the vicinity of the new community center, while decreasing traffic loads and the former locations. This modification will decrease the level of service at Riggins and Hwy 63 from A to B and increase the level of service at Demaree and Riggins from B to A.

The redistribution of Business Research Park and Service Commercial Uses to the East Visalia area also has reduced the projected employment concentraton in the northwest industrial park by approximately 6,400 jobs. This may improve traffic congestion in the northwest area but will not eliminate significant impacts resulting from increased traffic in the Plan Area.

WHEREAS; the City Council has reviewed and considered the Final Environmental Impact Report prepared on the Visalia Land Use Element update to the Visalia General Plan.

WHEREAS; The City Council has reviewed and considered the final EIR prepared on the Land Use Element Update; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Visalia as follows:

1. That full and fair public hearings having been held on the Environmental Impact Report and the City Council having considered all comments received thereon, said Environmental Impact Report is hereby determined to be adequate; and said Environmental Impact Report is hereby incorporated herein by reference.
2. The City Council hereby determines that the Final Environmental Impact Report has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and the state and local environmental guidelines and regulations, and that it has been reviewed and considered the information contained therein in connection with the recommended adoption of the proposed Land Use Element update.
3. The City Council hereby finds with respect to the adverse environmental impacts detailed in the Environmental Impact Report:
 - (a) That the adverse environmental impacts associated with the adoption of the Land Use Element update have been considered and recognized by the City Council;

- (b) That comments and responses made during the public hearings of the City Council have been considered and recognized by the City Council and said comments are incorporated into the Final EIR along with written responses;
- (c) That through the inclusion of mitigation measures in the Land Use Element EIR in the Land Use Element Goals, Policies and Objectives, as amended and as indicated in Exhibit A hereto attached, significant environmental effects as identified in the Final EIR, have been eliminated or substantially lessened and that findings pursuant to Section 15091 of the CEQA Guidelines are made.

Mitigation measures not implemented because of lack of feasibility, specifically include the following.

4.2-1 Long-Term Farmland Preservation. This mitigation measure calls for the preservation of prime farmland outside of the proposed Urban Growth Boundary. This issue is of regional importance and significance and its success will depend on a multi-jurisdictional commitment through the Tulare County Association of Governments or a Joint Powers Agreement. It is recommended that this mitigation measure be implemented by the appropriate regional agency with cooperation from the City.

4.6-13 (d) This program to increase the community's awareness of air quality issues should be implemented by the Air Pollution Control District. The City encourages such adoption.

Those impacts addressed and mitigation measures addressing unmitigatable significant environmental effects are as follows:

1. Significant Effects - Land Use

Land use conflicts result when commercial, residential and industrial, airport and railroad uses are located within close proximity to one another. These impacts will occur in east Goshen, Central Visalia and southwest Visalia.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and Implement Revised Land Use Element Goals, Objectives and Policies.

2. Significant Effect - Agricultural Resources

Buildout will cause the loss of approximately 13,000 acres of prime agricultural land.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Increase residential density to result in the need for fewer acres of prime land being lost to urbanization and phase development as indicated in Policy 6.2.3. Implementation of further mitigation measures are beyond the jurisdiction of the City of Visalia.

3. Significant Effects - Traffic/Circulation

Increase in traffic congestion due to increased development.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement mitigation measures in the Final EIR and the Draft Land Use Element Goals, Objectives and Policies.

4. Significant Effects - Noise

Increase in ambient noise levels.

Increase in noise levels adjacent to arterial streets.

Increased noise in the vicinity of commercial and industrial sites.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The performance standards of the City's Noise Ordinance should be incorporated into the review/approval process for individual projects when such projects involve potential conflicts between commercial/industrial and noise-sensitive uses.

5. Significant Effects - Air Quality

Construction activities cause short-term emissions.

Health risks and degraded air quality resulting from harvesting emissions and agricultural pesticide and defoliant spraying.

Additional traffic volumes exacerbate localized areas of high CO concentration (also known as "hot spots").

Stationary (industry) and mobile (vehicle) sources emit long-term air pollution and exceed state and federal ozone and PM₁₀ standards.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. Further significant reductions may be attained through local implementation of the Clean Air Act.

6. Significant Effects - Biological Resources

The conversion of agricultural lands to urban uses will diminish habitats of species associated with agricultural fields, the California jewelweed, Tulare pseudobahia, blackshouldered kites, San Joaquin Kit Fox, native vegetation and remnant Valley Oak woodlands.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

7. Significant Effects - Water Supply and Demand

Increased pumping of the groundwater basin will lead to overdraft conditions.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives and Policies. Further, participate in the commission of ground water safe yield study to determine regional impacts on the locally affected groundwater basin.

8. Significant Effects - Visual Resources

The increase of residential, industrial, commercial and institutional development will impair the aesthetic and visual quality of the area.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

- (d) That any remaining significant effects on the environment, as identified in the Final EIR, are unavoidable as described in the Final EIR and the City Council makes and adopts the following "Statement of Overriding Considerations" pursuant to Section 15093 of the CEQA Guidelines for the identified significant unavoidable effects. The mitigation measures that address these impacts are as follows:

1. Significant Effects - Population/Housing/ Employment

No potentially significant impacts were identified.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft LUE Goals, Objectives, and Policies.

2. Significant Effects - Geological and Seismic

Major property damage or loss of life can occur from ground surface displacement or ground-shaking from potential earthquakes. Major property damage or loss of life can occur from soil erosion.

Statement of Facts:

Design and construct foundations and structures to resist seismic shaking in accordance with current building codes standards and practices. Conform to Uniform Building Code as it applies to earthquake design.

Identify and retrofit seismically unsafe structures.

Design and construct all drainage control structure sand utilities to minimize the potential for failure/breakage.

Comply with grading and flood control ordinances.

3. Significant Effects - Hydrology and Drainage

Development will increase the rate and concentration of surface flow which may erode and flood natural drainage channels. Incorporation will add to the amount of land in floodplain areas.

Increase surface runoff will contaminate water downstream.

Development of agricultural land and open space will reduce groundwater infiltration and recharge rates.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Implement Draft Land Use Element policies and Final EIR mitigation measures.

4. Significant Effects - Wastewater Collection and Treatment

Project growth will exceed the existing wastewater collection system after the year 2000 and exceed capacity of the City treatment plant.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives, and Policies.

5. Significant Effects - Solid Waste Disposal

Future population growth will generate enough refuse to decrease the life span of the Visalia landfill.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives and Policies.

6. Significant Effects - Fire Protection Services

Projected population growth will overburden fire services.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives and Policies.

Annually monitor the need for fire services personnel, as the planning area develops.

7. Significant Effects - Police Protection Services

Doubling the population would substantially increase the demand for law enforcement.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives and Policies.

Annually monitor the need for law enforcement personnel, as the planning area develops.

8. Significant Effects - Parks and Recreation

Continued population increases will exceed existing park system capacity which already operates above intended capacity, especially in the southwest region.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Acquire sufficient park acreage to meet existing demands.

9. Significant Effects - Health Care

Increased health care demand that necessitates expansion of hospital facilities may result in transition periods when medical services lag behind demand.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives and Policies.

The City and the Redevelopment Agency shall continue to work with the Kaweah Delta District Hospital to facilitate the expansion of their downtown facility through cooperative agreements for parking, etc.

10. Significant Effects - Risk of Upset/Hazardous Materials

Increased industrial activities as well as residential development on former agricultural land will expose people to toxic chemicals and hazardous materials.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Update the City's Emergency Operations plan as needed to address additional development and population growth.

Prepare and adopt a Hazardous Waste Management Plan (HWMP). The HWMP shall provide measures which will reduce health and environmental risks associated with exposure to hazardous materials associated with agricultural and industrial land uses.

11. Significant Effects - Schools

Population growth will increase the demand for additional elementary, middle, high school and post-secondary educational facilities.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives and Policies. Further, amend objective 5.3A and policies 5.32 and 5.3.8 as indicated in Exhibit B:
(NOTE CHANGE ON PAGE 1) A

12. Significant Effects - Cultural Resources

Potential destruction of subsurface artifacts from construction activities.

Finding:

Pursuant to required mitigation measures, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

Adopt and implement Draft Land Use Element Goals, Objectives and Policies.

- (e) That environmental, economic, social and other considerations and benefits derived by development of the project override the unavoidable environmental risk of the project and make infeasible project alternatives which would eliminate or further

reduce adverse impacts on the displacement of existing residents and businesses. A summary of the comparisons of the project alternatives is listed below and Chapter 9 of the Environmental Impact Report, "Alternatives to the project" is hereby incorporated herein by reference.

1. Alternative A: Existing Conditions

This alternative represents maintenance of existing conditions with no further growth or development within the existing Urban Improvement Boundary. Under this alternative, no in-fill development, or further redevelopment activities involving new development would take place.

Under this alternative, no agricultural land would be converted to urban uses in the UIB, although it is assumed that development could take place within the unincorporated portions of the UIB. There would be some segments of the transportation and circulation system that would operate below the designated Level of Service C if no improvements were installed. .pa Initially, vacancy rates would decrease since no new housing would be built. Housing costs may increase, adversely affecting affordable housing availability. Industry may be limited in ability to expand and some operations may relocate to other areas.

Under this alternative, it is unlikely that sufficient acreage could be acquired and developed for parks to provide the standard acreage of park land for the existing population. With this alternative, the noise environment would generally remain unchanged; there would be no additional impacts to hydrology and drainage facilities; would be the least disruptive to biological resources; water demand would not increase; would not have any significant public service impacts; health care conditions would remain constant; no significant school impacts would occur; and no further impacts would be made to visual or cultural resources.

2. Alternative B: No Project Alternative

This alternative represents the continued growth and development under the existing General Plan Land Use and Urban Boundaries Element. Undeveloped lands within the existing Urban Improvement Boundary would be available for annexation and development, and changes in the UIB would be considered on a case by case basis as is the current practice.

Development as planned in the 1976 General Plan would result in the loss of 713 acres of prime agricultural land. This alternative would increase the

traffic by 33 percent which would cause additional sections of the existing circulation system to fall below LOS C and also result in an increase in noise levels. The No Project Alternative would result in a less than significant impact to the housing and employment balance. Water demand with this alternative will increase by approximately 45 percent over existing conditions and no water recharge areas would be established. This alternative is expected to impact fire and police protection, as well as a significant parkland impact. This alternative is not anticipated to result in any significant health care impacts.

3. Alternative C: Downtown Office Concentration

This alternative is similar to the proposed update of the Land Use Element. The types and amount of land uses are the same; however, office uses are focused in the Central Business District and eliminated from the Community Center. The policies regarding Community Centers would be changed to reflect the elimination of office uses.

Under this alternative the concentration of offices in the central business district will increase travel time and distance for employees and customers. Alternative C exacerbates the poor operation of the Downtown street segments and does not improve the operation of the Circulation System. Ambient noise levels in the downtown area and historical area would also be expected to increase. Impacts to public services in the areas of water supply, solid waste disposal, fire and police protection, public utilities would be the same as the proposed project, with the exception of significant impacts on the existing sanitary sewer collection system.

4. Alternative D: West Visalia Specific Plan Overlay

This alternative essentially represents, with some modifications, the revised project. It contains the same land use mix as the original proposed land use element update, however the land use map is modified to include the land uses of the existing West Visalia Specific Plan. The main difference between this alternative and the Draft LUE is that Alternative D would maintain large portions of the plan area in agricultural use.

Using the proposed West Visalia Specific Plan would result in reducing the loss of prime farmlands by 11 percent, although the benefits may be short-lived. There are improvements in the operation of the street system on the west side of the City and a degradation

near the center and on the east side of the City. Impacts to the population, employment, and housing issues would not change significantly from those in the Draft Land Use Plan. Land designated for parks would be the same as the proposed project. Health care impacts, school impacts, visual resources and cultural resources are the same or similar to the proposed project.

5. Environmentally Superior Alternative

This Environmentally Superior Alternative consists of the Goals, Objectives and Policies enumerated in the Draft LUE, plus the mitigation measures contained in EIR. The Draft LUE Map shows added Reserve designation on Industrial north of Riggins and the Business Research Parks in West Visalia.

Comparison of Land Use Element Alternatives

The Draft Land Use Element and Alternatives C and D will result in similar levels of significant unavoidable impacts to air quality, agricultural lands and biological resources. Other secondary impact areas will require extensive programs to mitigate to less-than-significant levels.

The mitigation of traffic impacts (and associated air quality impacts) for the Draft Land Use Element and Alternatives C and D will require the revision of the 1989 Circulation Element including the requirement that a program of traffic monitoring and performance standards be put into place. A system of groundwater recharge basins within the Urban Area Boundary will be required to prevent potential water quality and quantity degradation. Extension of services and upgrading and expansion of facilities to provide water and wastewater collection and treatment will also be necessary. Strong land use controls, exercised through the Land Use Element policies and implementing ordinances will be required to prevent land use imbalance between commercial/industrial land uses and residential land uses and to mitigate land use incompatibilities. A program of agricultural land preservation measures must be initiated with the cooperation of other local agencies and communities in order to partially mitigate loss of agricultural lands.

The Downtown Office Alternative (C), will result in additional air quality impacts in the form of one additional CO hot spots. The major drawback of this alternative is that the additional traffic congestion in the Central Business District will exceed the capacity of the street system and the increased vehicle miles traveled as a result of the location of substantial portions of office space in the Central Business district.

The West Visalia Specific Plan Overlay Alternative (D) would result in some savings in agricultural land of approximately (1,338 acres or 11 percent), but would have 158 acres less of conservation lands, which provide better opportunities for habitat enhancement, than does the Draft Land Use Element. This alternative would also result in the increase in the local jobs/housing balance within each quadrant of the community, effectively increasing the number of job opportunities by 6,400 in east Visalia. Since agricultural areas do not require urban services, there is no reason for these areas to be included within the urban boundaries of the City, where the role is to provide urban services.

Benefits accrued to agricultural lands with this alternative may be short-lived. The status of the West Visalia Specific Plan area as a strictly agricultural area is undergoing change at this time due to encroachment of rural residential development taking place in the County.

Continued demands for rural residential land may result in the area developing under County General Plan and zoning regulations regardless of whether it is included within Visalia's Urban Growth Boundary. Additionally, the agricultural operations that remain will be enclosed on three sides by urban uses.

The Draft Land Use Element and the West Visalia Specific Plan Overlay Alternatives are roughly equivalent with regard to all other impact areas; however, enhancement of the identified San Joaquin Kit Fox habitat by land use changes to conservation or regional parks under the Draft Land Use Element would be beneficial and be in compliance with Tulare County policy.

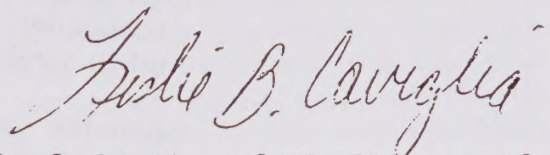
A regional park would provide a more suitable habitat for the Kit Fox, and the conservation areas designated near SR 198 provide an opportunity for creation of additional habitat and/or urban forest areas. Due to the opportunities provided for conservation and habitat enhancement and the potential for land use incompatibility between urban and agricultural uses in the West Visalia Specific Plan Area, it is concluded that the Environmentally Superior Alternative is the Draft Land Use Element as mitigated.

This Environmentally Superior Alternative consists of the Goals, Objectives, and Policies enumerated in the Draft Land Use Element, plus the mitigation measures contained in Final EIR.

BE IT FURTHER RESOLVED that the City Council determines that the Final Environmental Impact Report is adequate and complete and so certifies it.

PASSED AND ADOPTED: September 3, 1991 **LESLIE B. CAVIGLIA, CITY CLERK**

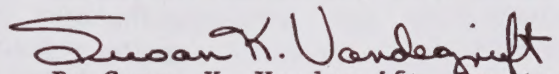
STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)



I, Leslie Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 91-105 passed and adopted by the Council of the City of Visalia at a regular meeting held on September 3, 1991.

Dated: September 4, 1991

LESLIE B. CAVIGLIA, CITY CLERK



By Susan K. Vandegrift, Deputy

RESOLUTION NO. 91-106

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF VISALIA RECOMMENDING ADOPTION OF
AMENDMENT NO. 90-04 RELATING TO THE LAND USE ELEMENT
OF THE GENERAL PLAN AND RECOMMENDING CERTAIN POLICY
AND MAP CHANGES THERETO

WHEREAS, an amendment application was initiated by the Council of the City of Visalia (City Council) in accordance with Section 7651 of the Visalia Zoning Regulations to consider amending the land use designation for various areas under the City's Land Use Element of the General Plan; and

WHEREAS, the draft Land Use Element of the General Plan text and map was first circulated in March 1990 with amendments released in August 1990; and

WHEREAS, the draft Environmental Impact Report (SCN 90020160) on the project was prepared as appropriate, given full public review notice and released on September 4, 1990 for circulation as required under the California Environmental Quality Act (CEQA); and

WHEREAS, a Final Environmental Impact Report was prepared pursuant to CEQA and reviewed by the Planning Commission prior to approval its recommendation; and,

WHEREAS, the revised policies and map integrate the mitigation measures indicated in the Final Environmental Impact Report to the extent feasible; and

WHEREAS, the Visalia City Council gave due notice and held full and fair public hearings on the draft Land Use Element in 1990 on November 1, 7, 13, and on the draft Land Use Element and the Draft Environmental Impact Report on August 28, 1991;

WHEREAS, the City Council after conducting said public hearings, has considered all comments received on the draft Land Use Element and the Final EIR; and

WHEREAS, the City Council reviewed and considered all comments received on the Environmental Impact Report and the Council considered the Final Environmental Impact Report in its entirety, adding all feasible mitigation measures to the draft Land Use Element.

WHEREAS, the City Council recognizes the potential environmental impacts associated with Amendment No. 90-04 and have made a finding of overriding considerations in Resolution No. 91-105; and

WHEREAS, the City Council of the City of Visalia did recommend certain policy and map changes as a result of said City Council public hearings and study sessions; and

WHEREAS, the City Council did refer such changes to the Planning Commission for consideration prior to adoption of Amendment No. 90-04 pursuant to Section 65356 of the California Government Code; and

WHEREAS, the Planning Commission of the City did consider such changes after a properly noticed public hearing on July 23, 1991; and

WHEREAS, the City Council has determined that the proposed amendments to the Land Use Element to the General Plan are appropriate as amended and will contribute to the orderly and planned growth of the community as indicated under the individual text and map herein incorporated by reference; and

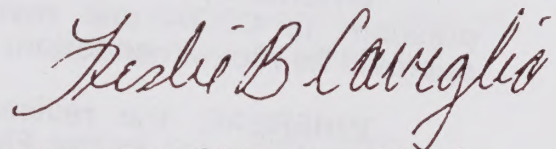
NOW, THEREFORE, BE IT RESOLVED, that the City Council adopts the modified Goals, Objectives and policies for Amendment No. 90-04 as indicated in Exhibit "A" hereto attached; and

BE IT FURTHER RESOLVED, that the City Council adopts Amendment 90-04 in its entirety as recommended by the Planning Commission in Planning Commission Resolution 91-52 with the policies as indicated in Exhibit "A" and further map amendments indicated in Exhibit "B" hereto attached.

PASSED AND ADOPTED: September 3, 1991

LESLIE B. CAVILGIA, CITY CLERK

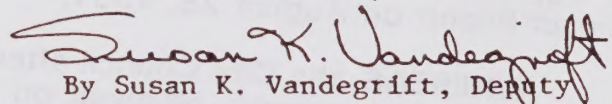
STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)



I, Leslie Caviglia, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 91-106 passed and adopted by the Council of the City of Visalia at a regular meeting held on September 3, 1991.

Dated: September 4, 1991

LESLIE B. CAVIGLIA, CITY CLERK



By Susan K. Vandegrift, Deputy

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